DESIGNING CITIES

October 24-26, 2012
New York, NY

Leading the Way to World Class Streets
Mission
NACTO encourages the exchange of transportation ideas, insights, and practices among large cities while fostering a cooperative approach to key national transportation issues. We do this by:

- Sharing data and best practices, through research projects and peer-to-peer sessions
- Communicating regularly, through conference calls with the Cities and via an annual meeting with the US DOT Secretary and other federal agencies
- Advocating change in transportation laws, regulations and financing to enable large cities to better provide the integrated transportation services envisioned by Federal transportation law.

Guiding Philosophy and Vision
NACTO views the transportation departments of major cities as effective and necessary partners in regional and national transportation efforts. We believe that representative involvement of major cities should be a required institutional element of metropolitan planning organizations, particularly in the areas of technology deployment and transportation operations. Further, given the size of these cities, their status as national gateways and economic engines and the likelihood of them serving as first responders in national security incidents, direct and regular interaction between large cities and US DOT is beneficial to all parties involved. Finally, NACTO members believe that by working together, they are able to share information and best practices, which helps save time and money.
LEADING THE WAY

In an age when the global urban population is growing exponentially, streets serve a more crucial and central purpose than ever before in human history. Under these new and unprecedented circumstances, America’s large cities have begun to take bold steps to remake themselves and their streets to better serve their existing and growing populations.

The 21st-century American Street is casting off its 20th-century skin. Cities are rediscovering the street’s untapped potential as a public space. New technologies, from mobile phones to integrated data systems, are changing how we manage congested downtowns and improve daily life. Transportation agencies are embracing new ways of getting around and reinventing old ones. From bike and car sharing to Bus Rapid Transit and Light Rail expansion, the city of tomorrow is increasingly the city of today. Today, this movement has assumed a national scale.

The great plazas pioneered on Broadway in New York City can now be glimpsed on the streets of Philadelphia, Chicago and Los Angeles. Cities are recognizing that to compete, they must innovate, and that to innovate, they must be bold yet smart, fast yet inclusive and understand more than ever before that compromise is not a collection of sacrifices, but a win-win proposition.

NACTO’s Designing Cities: Leading the Way to World Class Streets conference marks a seminal moment for the metropolitan transportation agenda, bringing together a coalition of US cities pioneering a new paradigm for the 21st-century American street.

Janette Sadik-Khan
President, NACTO
Commissioner, New York City Department of Transportation
AGENDA

WEDNESDAY 10/24

7:30 AM - 9:00 AM
Registration KC LOBBY
Continental Breakfast E&L 4th Floor

9:00 AM - 10:30 AM PAGE 13
Opening Plenary E&L 4th Floor
Keynote Address with Ray H. LaHood

PANELS 10:45 AM - 12:15 PM PAGE 14
1. Complete Streets in Constrained Corridors KC 905
2. Creativity in the Curb Lane KC 912
3. Financing City Transportation Infrastructure KC 914
4. Car & Vehicle Sharing KC 405
5. Partnerships for Urban Design KC 406
6. Outreach in the Digital Age KC 907
A. Interactive Design Workshop KC 505

12:30 PM - 3:15 PM PAGE 53-55
Lunch Rosenthal, 10th Floor
Meet the Cities “Speed Dating” Activity

PANELS 3:30 PM - 5:00 PM PAGE 17
7. The New Garden City KC 914
8. Guidelines for a New Paradigm KC 905
9. Parking, Pricing and Management KC 405
10. Legible Cities, Walkable Cities KC 907
11. Healthy Lifestyles & Transportation Choice KC 406
12. Safer Streets KC 912

LEGEND All sessions at KC unless otherwise noted

KC Kimmel Center
E&L Eisner & Lubin Auditorium, 4th Floor
ROSENTHAL Rosenthal Pavilion, 10th floor
SKIRBALL Skirball Center for the Performing Arts

WEDNESDAY 10/24

WALKSHOPS 3:30 PM - 5:00 PM PAGE 21
Manhattan
1. Broadway Boulevard, Herald Square to Union Square
2. Gansevoort Plaza/Ninth Avenue Protected Bike Lanes
3. M15 Select Bus Service: First and Second Avenues Complete Streets
Brooklyn
4. Urban Art
5. Downtown Brooklyn & Dumbo

7:00 PM - 8:30 PM PAGE 25
Reception / BATTERY GARDENS (Inside Battery Park opposite 17 State Street)
Dress: business casual

THURSDAY 10/25

8:00 AM - 9:00 AM
Registration KC LOBBY
Continental Breakfast E&L 4th Floor

9:00 AM - 10:30 AM PAGE 27
Plenary E&L 4th Floor
Keynote address with Bruce Katz

PANELS 10:45 AM - 12:15 PM PAGE 28
13. Transforming City Streets KC 405
14. Money Talks KC 406
15. Food Trucks and Street Vendors KC 907
16. Inclusive Urban Design KC 912
17. Shared Streets, Slow Zones KC 905
18. Bike Share KC 914
THURSDAY 10/25

12:30 PM - 1:45 PM  PAGE 30
Lunch Plenary E&L 4th Floor
Special Events as a Catalyst for Transportation Investments

PANELS 2:00 PM - 3:30 PM  PAGE 31
19. 8-80 Bikeways KC 406
20. Transit Priorities in Street Design KC 907
21. Smarter Streets, Smarter Cities KC 405
22. Open Streets KC 912
23. Managing Risk KC 905
24. Asphalt, Paint and Gravel KC 914
25. Signals: Integrating Space and Time KC 904
B. Complete Streets in Constrained Corridors Workshop KC 505

PANELS 3:45 PM - 5:00 PM  PAGE 35
26. Performance Measures for Sustainable Streets KC 405
27. Streetscape Ecologies KC 905
28. Engaging the Community KC 907
29. Artscapes for Urban Design KC 912
30. Getting Value from TOD KC 406
C. Place it! Pop-up City Model Workshop KC 505

WALKSHOPS 3:45 PM - 5:00 PM  PAGE 39
Manhattan
1. Broadway Boulevard, Columbus Circle to Herald Square and 6 1/2 Avenue
2. The High Line
3. Allen Street Malls to East River Esplanade Bike Tour

Brooklyn
4. Grand Army Plaza and Prospect Park West

FRIDAY 10/26

9:30 AM - 11:30 AM  PAGE 43
Closing Plenary Skirball
Keynote address with Michael R. Bloomberg
Commissioners’ Panel Skirball
Moderated by Chris Hayes

WALKSHOPS 1:00 PM - 3:30 PM  PAGE 47
Manhattan
1. Financial District and Dumbo
2. World Trade Center Transportation Infrastructure

Brooklyn
3. Brooklyn Waterfront Greenway Design and Implementation Bike Tour

Queens
4. Dutch Kills Green
5. Jackson Heights and Corona
6. Midtown in Motion and NYC DOT Traffic Management Center
GENERAL INFORMATION

WEDNESDAY 10/24/12

Registration & Information
7:30 AM – 5:30 PM KC LOBBY

WalkShop Registration
10:30 AM – 3:15 PM 10TH FLOOR

Office and Speaker Ready Room
7:30 AM – 6:00 PM KC 903

Coffee
Morning plenary
EISNER & LUBIN, 4th Floor
Served at lunch and Meet the Cities
12:15 PM - 3:30 PM ROSENTHAL, 10TH FLOOR

WalkShop Assembly
3:30 PM KC LOBBY

Reception
7:00 PM – 8:30 PM BATTERY GARDENS

Venues
New York University Kimmel Center
60 Washington Square South
New York, NY 10012

Battery Gardens
Inside Battery Park (opposite 17 State Street)

Skirball Center for the Performing Arts
566 LaGuardia Place at Washington Square South
New York, NY 10012
(around the corner from the Kimmel Center)

THURSDAY 10/25/12

Registration & Information
8:00 AM – 5:00 PM KC LOBBY

WalkShop Registration
8:00 AM – 3:30 PM KC LOBBY

Office and Speaker Ready Room
8:00 AM – 3:00 PM KC 903

Coffee
Morning plenary
EISNER & LUBIN, 4TH FLOOR
Lunch plenary
EISNER & LUBIN, 4TH FLOOR

WalkShop Assembly
3:45 PM KC LOBBY

FRIDAY 10/26/12

Registration & Information
8:30 AM – 1:00 PM KC LOBBY

WalkShop Registration
8:30 AM – 12:15 PM KC LOBBY

Tickets for Friday Plenary
8:30 AM – 9:30 AM SKIRBALL CENTER
* Please bring your name badge.

Closing Plenary
9:30 AM – 11:30 AM SKIRBALL CENTER

WalkShop Assembly
12:15 PM KC LOBBY
5th Floor: An attendant will be available to provide directions to Room 505.

10th Floor: Rosenthal Pavilion
(see Meet the Cities, page 53)
SERVICES
1 NYU Bookstore
2 Unique Copy Center
3 NYU Copy Services
4 Advanced Copy Center
5 Duane Reade Drugstore
6 Kmart
7 Union Square Greenmarket Open M/W/F/Sat
8 Strand Bookstore
9 St. Mark’s Books
10 Shakespeare and Co. Booksellers
11 Metro Bicycles Bicycle rentals
12 Bicycle Habitat Bicycle rentals

CULTURAL
13 Film Forum Cinema showing independent and foreign films
14 Angelika Film Center Cinema showing independent and foreign films
15 IFC Center Cinema showing independent and classic films
16 Public Theater Off-Broadway theatre
17 Provincetown Playhouse Off-Broadway theatre
18 Minetta Lane Theatre Off-Broadway theatre
19 Blue Note Jazz Club
20 Webster Hall Concert space
21 Center for Architecture Exhibition space for the American Institute of Architects

APPAREL
Broadway (south of 8th Street)
Fifth Avenue (north of 14th Street)

RESTAURANTS
8th Street
University Place
Sixth Avenue
Seventh Avenue
West 4th Street

BARS
Bleecker Street
MacDougal Street
Christopher Street

Kimmel Center
60 Washington Square South

Skirball Center for the Performing Arts
566 LaGuardia Place
at Washington Square South
(around the corner from the Kimmel Center)
Our nation’s strength lies in our cities, which are proving grounds for innovation and bold ideas from the curbline to the skyline.

Janette Sadik-Khan
NACTO PRESIDENT, NEW YORK CITY TRANSPORTATION COMMISSIONER
Streets and sidewalks comprise almost 80 percent of a city’s public space. These streets are not only essential corridors of commerce and industry, they also serve as front yards, playgrounds and theaters for urban life. It lies in the hands of communities to define how they use this wealth of space, but it is the responsibility of city leaders in transportation to stir their minds to imagine all the possibilities.

US cities are where innovation is happening. As we strive to compete in a global environment, cultural and economic productivity will be centered around our cities, the engines of our nation’s economy.

*Designing Cities: Leading the Way to World Class Streets* is an opportunity for elected officials, transportation leaders and key stakeholders from the public and private sector to forge a common vision for cities to achieve national objectives for healthier, more sustainable, equitable and efficient cities of tomorrow.

Thank You to Our Funders and Sponsors

NACTO extends its deep appreciation to the following institutions for their generous support of *Designing Cities: Leading the Way to World Class Streets*.

**Foundation**

Surdna Foundation
The Rockefeller Foundation

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Parsons Brinckerhoff, *Title Sponsor*
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We invite you to join with NACTO to help cities become more vibrant and attractive centers of economic activity through investments in transportation investments that are safe, efficient and sustainable.

Please contact us to find out more about our work and to make a donation. NACTO is a 501(c)(3) non-profit organization.

Ron Thaniel
Executive Director
(212) 839-4987
ronthaniel@nacto.org
I’ve seen some amazing projects that are transforming sprawling, struggling 20th-century cities into clean, green, accessible hubs of activity where people choose to live and work and start a family.

Secretary Ray H. LaHood
US DEPARTMENT OF TRANSPORTATION
As Secretary of Transportation, LaHood leads an agency with more than 55,000 employees and a $70 billion budget that oversees air, maritime and surface transportation missions.

Secretary LaHood said he would bring President-elect Obama’s priorities to the Department and see them effectively implemented with a commitment to fairness across regional and party lines and between people who come to the issues with different perspectives.

Before becoming Secretary of Transportation, LaHood served for 14 years in the U.S. House of Representatives from the 18th District of Illinois (from 1995-2009). During that time he served on the House Transportation and Infrastructure Committee and, after that, on the House Appropriations Committee. Prior to his election to the House, he served as Chief of Staff to U.S. Congressman Robert Michel, whom he succeeded in representing the 18th District, and as District Administrative Assistant to Congressman Thomas Railsback. He also served in the Illinois State Legislature.

Before his career in government, Secretary LaHood was a junior high school teacher, having received his degree from Bradley University in Peoria, Illinois. He was also director of the Rock Island County Youth Services Bureau and Chief planner for the Bi-States Metropolitan Planning Commission in Illinois.

LaHood and his wife, Kathy, have four children (Darin, Amy, Sam and Sara) and nine grandchildren.
A. Interactive Design Workshop
Improving Safety at Complex Locations with the NYC DOT Design Toolbox

From Broadway’s transformation in Manhattan to changes in the Bronx, New York City has been able to cheaply and efficiently implement safety improvements and create thriving public spaces using a unique, handy, quick fix-it toolbox. Learn how to adapt these strategies to your municipality in a multidisciplinary workshop. NYC planners and engineers will vet your group ideas and then lead you through the rationale behind a current temporary implementation, using it as a springboard for new ideas to help influence future long-term construction.

1. Complete Streets in Constrained Corridors
Balancing demands for bikes, buses, streetcars, pedestrians, cars, trucks and light rail within a constrained right-of-way

Complete streets strive to foster the ultimate balance between bikes, pedestrians, cars and transit, often creating tension between competing modes and rival interests. Complete Streets in Constrained Corridors will explore how municipalities are working to moderate these conflicts and prioritize users for select corridors, without sacrificing safety or compromising a project’s intent.

2. Creativity in the Curb Lane
Transforming underutilized curbsides into parklets and pop-up cafés

Curbsides have throughout history played host to activities from newspaper-hawking to pushcart vending to idle chatter. While the 20th century witnessed a transformation of curbsides from public spaces to parking spaces and traffic lanes, efforts are underway to reintroduce some of their former functions and uses. With the advent of pop-up cafés and parklets, the curb has been reinvented and reinvigorated. Creativity in the Curb Lane will explore these new tactics cities are using to enliven their curbsides and to create successful public spaces out of parking spaces.
3. Financing City Transportation Infrastructure

Historically, the Federal government has provided the majority of funding for transportation projects using revenues raised by levying a tax on gasoline. While current gas taxes cover 53 percent of transportation needs each year, by 2035, gas taxes will cover just 33 percent of these needs. At a time when cities are aggressively building transportation infrastructure to compete with growing economies in Asia and South America, where does that leave mayors and transportation officials seeking resources for transportation investments? The reality is that city transportation projects will require a combination of Federal, state, local and private resources. "Financing City Transportation Infrastructure" will explore value capture and innovative financing structures that cities are increasingly using for transportation infrastructure investments.

ROOM KC 914
Moderator: Jaime de la Vega
General Manager, Los Angeles DOT

Chris Bertram
Assistant Secretary and CFO, US DOT

Tyler Duvall
Associate Principal, McKinsey & Company; Former Acting Under Secretary for Policy and Assistant Secretary for Transportation Policy, US DOT

Roy Kienitz
President, Roy Kientiz LLC; Senior Advisor, Parsons Brinckerhoff; Former Under Secretary for Policy, US DOT

Anthony Williams
Senior Strategic Advisor and Independent Consultant for the Government Affairs Practice at McKenna Long & Aldridge LLP; Former Mayor, Washington, DC

4. Car & Vehicle Sharing

Understanding the car sharing phenomenon and what it means for cities

Car sharing has been steadily growing over the past decade in the US. Many studies show that people who join car share groups reduce their driving, are forgoing the purchase of a new car, or are selling their car altogether. Car sharing is entering a new era of rapid growth with new iterations like peer-to-peer or one-way. In some cities, they have reached their limit for off-street spaces and now need to utilize on-street parking. "Car & Vehicle Sharing" will help foster a better understanding of how cities can best partner with car sharing organizations to meet mutual goals and reduce auto travel, congestion and car ownership.

ROOM KC 405
Moderator: Timothy Papandreou
Deputy Director, Sustainable Streets-Planning & Policy, San Francisco MTA

Nicholas Cole
CEO, car2go

Sharon Feigon
CEO, I-GO Chicago

Rick Hutchinson
CEO, City Car Share

Jessica Scorpio
Founder, GetAround
5. Partnerships for Urban Design

Working with the private sector to enhance urban design and forge new opportunities for public space

Strategic partnerships with the private sector—corporate sponsors, financial, entertainment, technology and real estate sectors—have the potential to provide support for quality design in the public realm. Exploring and building these fruitful partnerships may be unfamiliar territory and raise difficult questions for many cities. *Partnerships for Urban Design* will highlight the perspectives and potential role that developers, business interests and other private sector partners can play in creating a more dynamic, successful and sustainable built environment in cities.

**ROOM KC 406**

**Moderator:** Margaret Newman  
Chief of Staff, NYC DOT

**Johanna Greenbaum**  
Deputy Chief of Staff, NYC Deputy Mayor for Economic Development

**Tom Jost**  
Senior Urban Strategist, Parsons Brinckerhoff

**Peter Park**  
Loeb Fellow, Harvard Graduate School of Design; Former Planning Director, City of Denver

**Jonathan Rose**  
President, Jonathan Rose Companies

**Tim Tompkins**  
President, Times Square Alliance

6. Outreach in the Digital Age

Marketing and social media strategies to engage the public

Emerging technologies and social media tools have opened new channels of communication to access and engage diverse groups of different ages and backgrounds. Whether through Facebook, Twitter, or online interactive websites, communications in transportation are undergoing a revolution. *Outreach in the Digital Age* will highlight how different agencies are using these outreach tools to reach new audiences, share information, collect feedback and improve the public’s perception of an agency’s transparency and effectiveness.

**ROOM KC 907**

**Moderator:** Dani Simons  
Sustainable Streets Marketing and Communications

**Lynda Bybee**  
Acting Director of Communications and Marketing, Los Angeles Metro

**Stephen Hardy**  
Director of Community Engagement, MindMixer

**Sarah Kaufman**  
Research Associate, NYU Rudin Center

**Robin Lester Kenton**  
Director of Strategic Communications, NYC DOT

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**LUNCH / 12:30PM - 3:15PM**

Meet the Cities “Speed Dating” Activity

Check out the latest sustainable transportation projects around the nation. See page 53 for details.

**ROSENTHAL PAVILION, 10TH FLOOR**

Recognition of Michael Garz, Senior Vice President, STV Group  
Title Sponsor
7. The New Garden City
Designing New York City’s evolving waterfront landscape

Since the 2007 launch of PlaNYC, New York City’s waterfront has undergone an incredible transformation from a dilapidated former industrial harbor to a teeming oasis, springing new economic and residential development in its wake. The scale of this unprecedented transformation underscores the trend for landscape to act as a spring of regeneration and a stitch that links neighborhoods and communities.

The New Garden City will highlight the projects, partnerships and actors that helped to facilitate this transformation, revealing this large-scale evolution of the urban landscape through the lens of landscape design and architecture.

ROOM KC 914
Moderator: Robert Eisenstat
Assistant Chief Architect, Design Division, Engineering Department, Port Authority of NY & NJ
Amanda Burden
Chair, New York City Planning Commission; Director, Department of City Planning
Gregg Pasquarelli
Principal, SHoP Architects, SHoP Construction
Vin Cipolla
President, The Municipal Art Society of New York

8. Guidelines for a New Paradigm
City street design manuals revolutionizing how we plan, design and build city streets

Efforts from San Francisco to New York and Boston, as well as NACTO’s own Urban Bikeway Design Guide and upcoming Urban Street Design Guide, have resulted in a new generation of urban design guidelines that lay out blueprints for world-class, sustainable streets. How are cities transforming these ambitious policies into reality? What are the key obstacles to implementation and which traditional design standards are on the cusp of change? Guidelines for a New Paradigm will explore how cities are translating vision to reality, using new urban design guidelines, presenting their struggles, unexpected hurdles and opportunities for education and partnership.

ROOM KC 905
Moderator & Speaker: Vineet Gupta
Director of Policy & Planning, City of Boston
Stephen Buckley
Director of Policy and Planning, Mayor’s Office of Transportation and Utilities, City of Philadelphia
Mike Flynn
Director, Capital Planning & Project Initiation, NYC DOT
Seleta Reynolds
Section Leader, Livable Streets, San Francisco MTA
Tim Love
Principal, Utile Design Group
9. Parking, Pricing and Management

Emerging tools and trends in curbside management

At the nexus of transportation and land use, on-street parking is a valuable, but underutilized transportation demand and curbside management tool. Cities often misunderstand its purpose and potential, while some politicians view it only as a revenue source. Over the last five years, pilot programs in cities across the US have revolutionized how people pay for parking, how cities manage their parking supply and even how parking is tracked, priced and found. Those cities that have managed to take this comprehensive approach are seeing surprising results. *Parking, Pricing and Management* will explore the latest and best solutions cities are using to get the most out of their curbsides, from new payment systems to apps and sensor technologies that are creating data driven performance outcomes for the transportation system.

ROOM KC 405

**Moderator:** Timothy Papandreou  
Deputy Director, Sustainable Streets-Planning & Policy, San Francisco MTA

**Jaime de la Vega**  
General Manager, Los Angeles DOT

**David King**  
Assistant Professor, Graduate School of Architecture, Planning, and Preservation, Columbia University

**Jay Primus**  
SF Park Program Manager, San Francisco MTA

**Bruce Schaller**  
Deputy Commissioner, Traffic and Planning, NYC DOT

10. Legible Cities, Walkable Cities

From the Interstate Highway System to the New York City subway, wayfinding and information systems play an essential role helping people get where they need to go as safely and directly as possible. Though walking represents a primary mode of transportation for many city-dwellers, the existing information system that assists pedestrians, both residents and tourists alike, lacks the equivalent detail, thought and clarity given to other modes of transportation. As cities strive to make walking safer and more attractive to everyone, citywide wayfinding systems can help people construct a more nuanced mental map of the city—its destinations, street and transit systems, districts and neighborhoods.

*Legible Cities, Walkable Cities* will highlight international efforts to create pedestrian wayfinding systems for large central cities. What types of information must be included and how is this information updated and maintained? How can scale, directional position and graphic style effect the effectiveness of these systems? What actors, from business improvement districts to city agencies, need to be involved to ensure that a coordinated, consistent system is implemented citywide?

ROOM KC 907

**Moderator:** Wendy Feuer  
Assistant Commissioner of Urban Design & Art, NYC DOT

**Patricia Dunphy**  
Senior Vice President, Rockrose Development Corporation

**Ann Harakawa**  
Principal, Two Twelve

**Mike Rawlinson**  
Design Director, City ID Limited

**Keri Tyler**  
Senior Project Manager, NYC DOT
11. Healthy Lifestyles and Transportation Choice
How to engage the public in discourse of health, physical activity and transportation

While a growing amount of research suggests that there are strong links between active living and transportation, translating research into real, everyday choices remains a challenge. Healthy Lifestyles and Transportation Choice will focus on how to transition the discourse of public health and transportation from facts and figures to active public engagement and targeted outreach. How can cities streamline their messaging on active transportation and should these campaigns address health directly or indirectly? What are the major practical and psychological deterrents to active transportation choices and what policies might help shape and influence these choices in the future?

ROOM KC 406
Moderator: James Knickman
President and Chief Executive Officer, New York State Health Foundation
Ana Garcia
Deputy Director for Health Policy, New York Academy of Medicine
Joan Pasiuk
Bicycling and Walking Program Director, Transit for Livable Communities
Andrew Rundle
Assistant Professor of Epidemiology, Columbia University

12. Safer Streets
A bold agenda for date and community-driven action

Safe walking, biking and transit access are keys to a sustainable city, but every year over 5,000 pedestrians and cyclists are killed in traffic nationwide, and at least 18,000 are severely injured. How are city streets being reshaped for safety? Panelists will discuss how their cities are taking bold and systematic steps, informed by data and community knowledge, to reduce fatalities and severe injuries for all users. Topics will include Seattle’s Road Safety Action Plan and New York City’s Pedestrian Safety Action Plan. These data-driven plans set aggressive safety goals and establish citywide safety programs to coordinate design and engineering, enforcement, education and public information campaigns. Safer Streets will focus on safety planning and results, including action plan development, safety data analysis and community-based advocacy.

ROOM KC 912
Moderator: Jackie Douglas
Executive Director, Livable Streets Alliance, Boston
Christine Berthet
Chair, Transportation Committee, Manhattan Community Board 4
Jim Curtin
Senior Transportation Planner, Seattle DOT
Matthew Roe
Senior Planning & Research Manager, NYC DOT
Ann Marie Doherty
Director, Research, Implementation and Safety, NYC DOT
5. Downtown Brooklyn & Dumbo

Downtown Brooklyn is the city’s third largest central business district after Midtown and Downtown Manhattan. It is also a diverse area with regional shopping, many new residential buildings, government offices and a number of major academic and cultural institutions. This tour will focus on recent streetscape and public space improvements in Downtown Brooklyn and Dumbo, two neighborhoods that are undergoing significant growth and public sector investment.

BROOKLYN
R downtown to Court St-Borough Hall

Tour begins at fountain in front of Brooklyn Borough Hall, east side of Court Street between Montague Street and Remsen Street.

Christopher Hrones
Downtown Brooklyn Transportation Coordinator, NYC DOT

Isaac Esterman
Project Manager, Design & Construction, Downtown Brooklyn Partnership

4. Urban Art

Art is integral to NYC DOT’s goal of world class streets, and public plazas, fences, barriers, footbridges and sidewalks serve as canvases for temporary art in all five boroughs. NYC DOT’s Urban Art initiatives rely on partnerships with community organizations and the creativity of artists to present site-responsive artwork, and over 85 projects have been presented since October 2008. Attendees are invited to join Urban Art Program staff on a tour of Downtown Brooklyn and Dumbo to discover a variety of public art projects produced by the NYC DOT’s Urban Art Program. Artists and representatives from partner organizations will provide first-hand accounts of their experience partnering with DOT to produce these installations.

This tour includes the following works:

Marcie Paper (artist)
Abstract Grounds, Tillary Street and Adams Street

Abby Goldstein (artist)
Fictional Landscape, Jay Street and Sands Street

Heidy Garay, Mikell Fine Isles and Sam Vernon (artists)
Intersection, Front Street and Adams Street

David Ellis (artist)
PST, Pearl Street Triangle at Pearl Street and Anchorage Place

Sam Barzilay (curator)
Superheroes, Anchorage Place, Pearl Street and Water Street

BROOKLYN
R downtown to Court St-Borough Hall

Tour begins at fountain in front of Brooklyn Borough Hall, east side of Court Street between Montague Street and Remsen Street.

Emily Colasacco
Manager, Urban Art Program, NYC DOT

WEDNESDAY 10/24/12
Start

Best route:
Walk from NYU
1. Broadway Boulevard, Herald Square to Union Square

This tour covers the design and implementation of Green Light for Midtown and two major public spaces, Flatiron Plaza and Union Square. Green Light for Midtown created new pedestrian areas on Broadway while improving mobility and safety. At the southern end of Green Light for Midtown, the redesign of the intersection of Fifth Avenue and Broadway created Flatiron Plaza: 37,000 square feet of new pedestrian space adjacent to Madison Square Park and the iconic Flatiron Building. At Union Square, a two-way to one-way conversion of East 17th Street transformed the northern end of the park, home to the largest organic greenmarket in the country.

2. Gansevoort Plaza and Ninth Avenue Protected Bike Lanes

Gansevoort Street, the heart of the Meatpacking District and a center of design, fashion, nightlife and technology in New York, was once a traffic free-for-all. After an extensive community outreach process, NYC DOT redesigned the street and carved out over 18,000 square feet of roadbed to create Gansevoort Plaza, one of its largest. A few blocks away in Chelsea, just north of West 14th Street, a nearly 10,000 square-foot triangular plaza was created in the road the prior year with pedestrian improvements extending northward as part of NYC’s first protected bike lane on an urban street featuring landscaped islands and floating parking. The protected bike lane combined with traffic lane narrowing and pedestrian safety enhancements caused crashes to decrease by nearly one quarter and injuries to drop by over half.
3. M15 Select Bus Service: First and Second Avenues Complete Streets

Serving Manhattan's East Side, the M15 carries more passengers than any other bus route in New York City. Accompanying the implementation of Select Bus Service on the M15 route in 2010, the redesign of First and Second Avenues offers improved transit service, pedestrian safety and bicycle access. The design draws on components that have proven successful on other corridors in New York City and includes range of treatments that responds to the varied traffic levels, street width and curbside access needs found on the corridor.

MANHATTAN
Walk east on Washington Square South/East 4th Street, turn right at First Avenue (approximately 1 mile), F to 2 Av-Lower East Side

Tour begins at northeast corner of First Avenue and East 1st Street

Eric Beaton
Director, Transit Development, NYC DOT

Hayes Lord
Director, Bicycle Program, NYC DOT
Battery Gardens

Enjoy cocktails and mingling in Lower Manhattan.

Nestled at the southernmost corner of Battery Park, right along the water’s edge, Battery Gardens offers sweeping panoramic views of glorious New York Harbor, including historic Ellis Island and the Statue of Liberty.

Dress: business casual

Sponsored by:

MANHATTAN
Battery Gardens
Inside Battery Park, opposite 17 State Street
New York, NY 10004
(212) 809-5508
batterygardens.com/restaurant

Take 1 downtown to South Ferry. Walk into Battery Park. Battery Gardens is at the southernmost corner of the park, toward your left.
Cities are inventing and investing in a new wave of sustainable transport that boosts competitiveness, catalyzes innovation, enhances mobility and realizes their potential as the hub of the clean economy.

Bruce Katz
VICE PRESIDENT, BROOKINGS INSTITUTION
DIRECTOR OF METROPOLITAN POLICY PROGRAM
Bruce J. Katz is a vice president at the Brookings Institution and founding Director of the Brookings Metropolitan Policy Program which aims to provide decision makers in the public, corporate and civic sectors with policy ideas for improving the health and prosperity of cities and metropolitans areas. Katz is a graduate of Brown University and Yale Law School.

Katz regularly advises federal, state, regional and municipal leaders on policy reforms that advance the competitiveness of metropolitan areas. He counsels on shifting demographic and market trends as well as on policies that are critical to metropolitan prosperity (e.g. innovation, human capital, infrastructure, housing) and new forms of metropolitan governance. After the 2008 presidential election, Bruce co-led the housing and urban transition team for the Obama administration and served as a senior advisor to new Secretary of Housing and Urban Development, Secretary Shaun Donovan, for the first 100 days of the Administration.

Katz is a visiting Professor at the London School of Economics. He gives dozens of lectures and presentations annually in the United States before public, corporate, civic and university audiences. In recent years, he has lectured about urban and metropolitan issues in countries such as Canada, China, Germany, Turkey, Great Britain, Italy and South Africa. In 2006, he received the prestigious Heinz Award in Public Policy for his contributions to understanding the “function and values of cities and metropolitan areas and profoundly influencing their economic vitality, livability and sustainability.”
13. Transforming City Streets
Key principles to make it happen

Streets, which make up 80 percent of public space in cities, are one of our greatest, yet most untapped assets. From bikeways to road diets, public plazas and bus rapid transit, cities are transforming their streets to be safer, more sustainable, and ready to absorb and accommodate future growth and development. Transforming City Streets will draw out the common themes that have emerged from on-the-ground experience implementing innovative retrofit projects in several cities, offering critical lessons and creating a blueprint for reimagining US urban streetscapes over the coming decade.

14. Money Talks
Communicating economic benefits to build public support

Economic arguments for or against changes to city streets can be a catch-22. One anecdote of a business suffering due to lost parking or pedestrianization can be enough to sink a project, while the diffuse benefits of street improvements can make it difficult to demonstrate their tangible value to the public and elected officials. However, making an economic case for such projects is ever more critical to gain public support, given increasingly limited funding and the imperative to improve both their neighborhood economies and global competitiveness. Money Talks will bring participants up to date on the most current research quantifying the economic benefits of urban street improvements and will highlight specific examples where cities have utilized economic data to increase buy-in to specific projects or their overall programs.

15. Food Trucks and Street Vendors
Understanding this fast growing phenomenon and how it can be fostered and managed effectively

Over the past several years, food trucks and street vendors have popped up on the streets of most major US cities. While widely successful, the food truck business model has introduced a challenging new paradigm in thinking about sidewalk space, the relationship between trucks and brick-and-mortar establishments, and antiquated street codes. Food Trucks and Street Vendors will explore how cities are addressing this phenomenon from a regulatory standpoint, and how vibrant urbanism may be balanced with effective city management.
16. Inclusive Urban Design
Challenges and opportunities for accessible public space

Making cities accessible for people with disabilities presents both opportunities and challenges. While improving streets to meet higher standards can yield benefits for all users, critical questions need to be explored to determine the best practices for retrofitting existing city streets. How can cities assess the impact of these investments and ensure that these improvements are providing the intended benefits? Should cities target specific neighborhoods or upgrade facilities incrementally over time? How can cities respond to the concerns of specific groups and still remain inclusive of all stakeholders? Inclusive Urban Design will bring together vantage points from key stakeholders to discuss smart and targeted investments that can make cities more accessible.

ROOM KC 912
Moderator: Stephen Buckley
Director of Policy and Planning, Mayor’s Office of Transportation and Utilities, City of Philadelphia
Janet Barlow
Principal, Accessible Design for the Blind
Valerie Fletcher
Executive Director, The Institute for Human Centered Design
Robert Piccolo
Deputy Commissioner, New York City Mayor’s Office for People with Disabilities

17. Shared Streets, Slow Zones
The state of the practice for shared space and pedestrian-friendly zones in the US

Shared streets, home zones and slow zones may be an effective design instrument to engender more pedestrian-friendly environments, but how to implement them—the legal designations, signs and markings, street codes and appropriate design characteristics—is still largely untested in the US. The concept of shared streets and shared responsibility remains unprecedented, opening up key questions around legal right-of-way and accessibility guidelines. Shared Streets, Slow Zones will explore select initiatives currently underway in the United States to create shared streets and slow zones, looking at design challenges as well as the legal and regulatory implications of these types of projects.

ROOM KC 905
Moderator: Trent Lethco
Associate Principal, ARUP
Matthew Roe
Senior Planning & Research Manager, NYC DOT
Tom Vanderbilt
Writer; Visiting Scholar, NYU Rudin Center for Transportation
Rob Viola
Project Manager, Division of Traffic and Planning, NYC DOT
Katherine Watkins
Supervising Engineer, City of Cambridge, MA
18. Bike Share
Understanding the latest urban transportation phenomenon: how it works, where it’s headed and what are the ingredients for success

From Washington, DC, to Denver to San Francisco, cities across the United States are in the midst of implementing large-scale bike sharing programs. In neighborhoods and downtowns, bike sharing is supplementing and even supplanting existing transit options and creating a convenient new way to get around our cities. This panel will showcase some of the top existing and planned bike share programs today, providing a forum for cities to discuss common challenges, opportunities and the potential of these systems to change the way people interact with and move around their cities.

ROOM KC 914

Moderator: Scott Kubly
Managing Deputy Commissioner, Chicago DOT

Parry Burnap
Owner/Operator, Denver B-Cycle

Kate Fillin-Yeh
Director, NYC Bike Share, NYC DOT

Chris Holben
Bikesharing Program Manager, District DOT

Jon Orcutt
Policy Director, NYC DOT

LUNCH PLENARY / 12:30PM - 1:45PM

Special Events as a Catalyst for Transportation Investments

Large scale special events provide an impetus and an opportunity for cities to invest in their infrastructure and reimagine their cityscapes. From the great expositions of 19th-century Paris and Chicago to today’s Olympic Games in Athens, Beijing and London, special events act as catalysts to urban invention and opportunities to build anew.

In 2005, New York City and London competed to host the 2012 Summer Olympic Games. While London ultimately won the Olympic bid, New York City’s NYC2012 initiative set the stage for the transformation of Manhattan’s West Side Hudson Yards development and the Brooklyn and Queens waterfront redevelopment. Special Events as a Catalyst for Transportation Investments will highlight parallel efforts in New York City and London to invest in new transportation infrastructure for the 2012 Games, looking at both the impacts, challenges and opportunities of proposing and staging large-scale events.

EISNER & LUBIN, 4TH FLOOR

Moderator: Tom Vanderbilt
Writer; Visiting Scholar, NYU Rudin Center for Transportation

Andrew Altman
Former Chief Executive, London Legacy Corporation, 2012 Olympics

Jay L. Kriegel
Former Executive Director, NYC2012

PARSONS BRINCKERHOFF

Recognition of George J. Pierson, President & CEO, Parsons Brinckerhoff
Title Sponsor
19. 8-80 Bikeways

Designing protected bikeways and bicycle boulevards to accommodate a broader range of users

Protected bikeways and bicycle boulevards are a key catalyst to making streets safer and more attractive to people of different ages, skill levels, genders and backgrounds. Studies show that the main reason why people do not ride bicycles is that they do not feel safe riding on the current streets. 8-80 Bikeways will explore initiatives underway in the US to create more protected bikeways and connect facilities through busy intersections, looking at design challenges as well as the trade-offs that these types of projects involve.

ROOM KC 406

Moderator: Martha Roskowski
Green Lane Project Director, Bikes Belong

Mike Amsden
Bikeways Project Manager, Chicago DOT; Senior Planner, T.Y. Lin International, Inc.

Josh Benson
Director of Bicycle and Pedestrian Programs, NYC DOT

Roger Geller
Bicycle Coordinator, Portland Bureau of Transportation

Jamison Hutchins
Bicycle Pedestrian Coordinator, City of Indianapolis

20. Transit Priorities in Street Design

Building complete, multi-modal streets means making key trade-offs and striking a delicate balance for bikes, pedestrians and transit. Transit Priorities in Street Design will focus on the process and procedure for analyzing the impact of complete streets on transit operations, timetables and procedures. How can cities better understand the transit agency perspective and vice versa? What are the inter-agency silos that need to be broken down over the next decade?

ROOM KC 907

Moderator: Jeff Boothe
Surface Transportation Industry Partner, Holland & Knight LLP

Joseph Barr
Senior Supervising Planner, Parsons Brinckerhoff

Joe Iacobucci
Manager, Strategic Planning and Policy, Chicago Transit Authority

Julie Kirschbaum
Manager, Operations Planning, San Francisco MTA

Jeff Owen
Active Transportation Planner, Tri-Met, Portland
21. Smarter Streets, Smarter Cities

Technology and mobile devices allow us to be more connected, not only to one another, but the places we live, work and visit. They also allow us to be more informed than ever before. The extent of this technological ecosystem in our cities is rarely evident on the ground in the streets and public spaces where we experience civic life. How are cities leveraging our connectedness and the pervasiveness of technology in city life to better manage our streets, inform us of how we are using resources, or entertain us with artistic expressions that create interactive built environments? How can the provision of real-time information improve the user experience or influence the decisions we make? What are the key obstacles to implementation and which strategies are making our cities more digital, smarter and more engaging? Learn from cities that have developed and implemented smart systems to manage travel demand, create new user experiences, and change the way we experience and use our cities.

ROOM KC 405

Moderator: Trent Lethco
Associate Principal, ARUP

Chris D. Levendos
Executive Director, Verizon FiOS

Michael V. Littlejohn
Vice President and Partner, IBM Global Business Services

Tarun Kumar
Senior Research Engineer, Optimization and Mathematical Software, IBM Global Business Services

Georgia Petropoulos Muir
Executive Director, Oakland Business Improvement District, Pittsburgh

22. Open Streets

Changing how people see and imagine the possibilities of their environment by bringing streets to life

Open Streets events are an effective tool to engage people and inspire them to think differently about how they use their streets. Whether programmed around exercise, art and design, or retail activity, these events create opportunities for different generations to open their mind to the possibilities of their environment and to create new advocates for livable streets. Open Streets will look at key ingredients to make these types of events successful, and how they may be best coordinated with street projects and initiatives.

ROOM KC 912

Moderator: Mike Lydon
Principal, The Street Plans Collaborative

Timothy Papandreou
Deputy Director, Sustainable Streets-Planning & Policy, San Francisco MTA

Dani Simons
Sustainable Streets Marketing and Communications

Jessica Parsons
Circle The City Project Manager, Emerald Necklace Conservancy, Boston

Andrew Howard
Co-Founder, Team Better Block
23. Managing Risk
Understanding case law and liability in street design

Streets are shaped by many factors, some of the least conspicuous of which are legal in nature. Fear of liability disincentivizes innovation due to risk aversion, but risk can be managed effectively to promote excellent design and strong engineering judgment. Managing Risk will investigate the legal perspective in defining how we can transform the street, how we use them as public spaces and how we regulate their activities and customs.

ROOM KC 905
Moderator: Philip Damashek
General Counsel, NYC DOT
Janine Bauer, Esq.
Partner in Transport, Environmental and Land Use Matters, and Development, Szaferman, Lakind, Blumstein & Blader
Reid Ewing
Director of the Metropolitan Research Center, University of Utah
Steve Weissman
Lecturer in Residence, Director of the Energy Program, and Manager of the City Streets Program, Center for Law, Energy & the Environment at Berkeley Law

24. Asphalt, Paint and Gravel
Low-cost innovations that create vibrant public spaces and support economic activity

Cities are discovering fast, low-cost and effective opportunities to repurpose excess roadway capacity at or near intersections into public spaces. Asphalt, Paint and Gravel will highlight public plaza projects and programs cropping up in cities across the country, looking at how plaza sites are selected, which actors needs to be involved, and what design elements create spaces that are attractive to pedestrians, safe for drivers and navigable for cyclists.

ROOM KC 914
Moderator: Rick Bell
Executive Director, American Institute of Architects, New York Chapter
Jonathan Marvel
Principal, Rogers Marvel Architects
Ilaria Salvadori
Urban Designer, City Design Group, San Francisco Planning Department
Andy Wiley-Schwartz
Assistant Commissioner of Public Spaces, NYC DOT
Ariel Ben-Amos
Senior Planner, Analyst, Mayor’s Office of Transportation and Utilities, City of Philadelphia
25. Signals: Integrating Space and Time

A given street’s potential to accommodate bikes, buses, cars and pedestrians is limited by two integral factors: space and time. Improving bicycle and pedestrian mobility, while balancing the needs of peak vehicular throughput, requires challenging the conventional wisdom of traffic signal design ("time") and lane configuration ("space"). Traditional models that use peak hour level of service, delay and volume/capacity ratio as key design factors often result in poor intersection design in the urban context. How can we rethink street and intersection design using signalization strategies? What new metrics should we be using? How do we best communicate the trade-offs to decision makers and the general public? Signals: Integrating Space and Time presents an opportunity to learn what creative signalization strategies traffic engineers and planners in US cities are employing to re-balance and reconfigure their rights of way, without gridlocking their system.

ROOM KC 904

Moderator & Speaker:
Jeffrey Rosenblum
Transportation Planner & Engineer
City of Cambridge, MA

Peter Koonce
Signals, Streetlighting, and ITS, Portland Bureau of Transportation

Ryan Russo
Assistant Commissioner for Traffic Management, NYC DOT

Jamie Parks
Senior Transportation Planner, City of Oakland

B. Complete Streets in Constrained Corridors Workshop

Balancing demands for bikes, buses, streetcars, pedestrians, cars, trucks and light rail within a constrained right-of-way

Nelson\Nygaard, one of the nation’s leading transportation planning and urban design firms, will lead an interactive workshop assisting cities in their efforts to bring about more progressive street design. The workshop will explore the role street design plays in multiple arenas, from economic development and affordability to policy, engineering and asset management. Nelson\Nygaard will highlight the varied dimensions that shape our rights of way, as well as the role NACTO’s upcoming Urban Street Design Guide will play in the future of city street design.

ROOM KC 505

Led by Nelson\Nygaard Associates
26. Performance Measures for Sustainable Streets
Integrating new tools and methods to meet new definitions of success

Over the past decade, the goal of urban transportation projects has shifted from moving traffic to moving people, transforming rights of way into lively, enticing public spaces. New definitions of success call for new methods to evaluate potential impacts and track goals—yet in most cases cities still rely on a set of outdated tools to measure the performance of their streets. Performance Measures for Sustainable Streets will spotlight cutting-edge metrics such as Multi-Modal LOS, public life surveys and sustainable street design rating systems that cities can use for evaluating access, mobility, livability and environmental sustainability. It will examine how cities can take the next step to incorporate these performance measures into their standard operations.

ROOM KC 405
Moderator: Joshua Schank
President & CEO, Eno Center for Transportation
Ron Milam
Principal-In-Charge of Technical Development, Fehr & Peers
Jeff Risom
Associate, Head of Gehl Institute at Gehl Architects
Bruce Schaller
Deputy Commissioner, Traffic and Planning, NYC DOT

27. Streetscape Ecologies
Low-impact designs that mitigate stormwater run-off and beautify streets

Green Street treatments, which reduce storm water run-off and improve a street’s ecological performance and sustainability, have emerged as one of a host of key strategies to create a more sustainable streetscape. Bio-swales, permeable pavements and green alleys are not only improving the ecology of our streets, but beautifying them in the process. Streetscape Ecologies will explore the best and latest examples of green street treatments being deployed in cities across the country, as well as new directions for the future.

ROOM KC 905
Moderator & Speaker: Janet Attarian
Project Director, Streetscape and Sustainable Design Program, Chicago DOT
Jessica Brooks
Water Resources Engineer, Office of Watersheds, Philadelphia Water Department
Signe Nielsen
Principal, Matthews Nielsen Landscape Architects
28. Engaging the Community
How to invite the community into the planning process and embrace change

Public engagement for transportation projects is undergoing a sea change. Cities are using new techniques to engage and learn from neighborhoods and communities, and in the process discovering a bold new constituency for the public realm. *Engaging the Community* will discuss new methods and practices in public participation, from place-making charrettes and neighborhood walks to crowdsourcing and guerrilla gardening.

**ROOM KC 907**

**Moderator:** Veronica Vanterpool  
Executive Director, Tri-State Transportation Campaign

**Nina Haiman**  
Director of Special Projects, Manhattan Borough Commissioner’s Office, NYC DOT

**Frank Hebbert**  
Director, CivicWorks, Open Plans

**Javier Lopez**  
Director, NYC Strategic Alliance for Health

**Aaron Naparstek**  
Loeb Fellow, Harvard Graduate School of Design; Founder of Streetsblog

29. Artscapes in Urban Design
Integrating temporary and permanent art into the street design and construction process

Temporary and permanent artworks integrated into transportation projects and initiatives have the potential to enliven public spaces and enhance pilot projects. From the entire right-of-way recast in vibrant colors to haiku traffic advisories, these pieces communicate the value of our streets as canvases of creativity and capture the attention of pedestrians, bicyclists and drivers. *Artscapes in Urban Design* will highlight the most exciting art initiatives in transportation today, how and when they are integrated into new projects, and who is driving them from concept to reality.

**ROOM KC 912**

**Moderator:** Wendy Feuer  
Assistant Commissioner of Urban Design and Art, NYC DOT

**Andria Hickey**  
Associate Curator, Public Art Fund

**Emily Colasacco**  
Manager, Urban Art Program, NYC DOT

**Vaughn Bell**  
Seattle DOT Art Program

**Dr. Harriet Senie**  
Director of Museum Studies, City College of New York
30. Getting Value from TOD
Focusing transit-oriented development and transit-adjacent development in the urban core

Many cities are trying to capture the economic, environmental, and social benefits of transit-oriented development, but there are often challenges to realizing the full transformative potential of transit investments to create dynamic neighborhoods and regions. Issues of multiple jurisdictions, agencies and responsibilities often hamper progress. Maximizing the value of transit investments requires coordinated decisions about local streets and development. This session will focus on new city approaches to coordinating TOD that break down agency silos and marshal the resources needed to achieve true transit-oriented development rather than just transit-adjacent development.

C. Place it! Pop-up City Model Workshop
PLACE IT! is a design-based urban planning initiative developed by urban planner James Rojas that uses model-building workshops and on-site interactive models to help engage the public in the planning and design process. Participants are able to translate conceptual planning ideas into physical forms, and learn about the value of planning and design in shaping how we live.
1. Broadway Boulevard, Columbus Circle to Herald Square and 6 1/2 Avenue

This tour covers the design and implementation of two major pedestrian projects: Green Light for Midtown and 6 1/2 Avenue. Green Light for Midtown is a major initiative in the City’s efforts to improve mobility and safety and created new pedestrian areas on Broadway in Times Square and Herald Square. The spaces that comprise 6 1/2 Avenue were created between 1984 and 1990 and include commercial, hotel and residential buildings, with public spaces ranging from open plazas and atria to wide lobbies and enclosed corridors. DOT installed new crosswalks, stop signs and painted curb extensions to connect and enhance access to these existing, hidden midblock pedestrian spaces, creating a new pedestrian avenue in the heart of Midtown.

MANHATTAN
A/B/C/D uptown to 59 St-Columbus Circle

Tour begins at Columbus Circle Pedestrian Plaza, Broadway between Columbus Circle and West 58th Street.

Randy Wade
Director, Pedestrian Projects Group, NYC DOT

Sean Quinn
Planning Coordinator, Pedestrian Projects Group, NYC DOT

Julio Palleiro
Project Manager, Pedestrian Projects Group, NYC DOT

2. The High Line

The High Line is a public park built on an historic freight rail line elevated above the streets on Manhattan’s West Side. Between 1934 and 1980, the High Line carried trains through Manhattan’s largest industrial district, and after nearly 30 years of disuse, in 2009, the first phase of the High Line opened as a public park. This WalkShop will follow the length of the High Line and will explain how it was transformed from an abandoned rail viaduct into a successful new public park.

Note: Participants should meet promptly in the Kimmel Center Lobby at 3:30 pm to attend this tour.

MANHATTAN
Walk northwest on Washington Square South/West 4th Street, turn left at Gansevoort Street (approximately 1 mile) A/C/E to 14 St

Tour begins at Northwest corner of Gansevoort Street and Washington Street, under the High Line.

Danya Sherman
Director of Public Programs, Education and Community Engagement, Friends of the High Line
3. Allen Street Malls and East River Esplanade Bike Tour*

This bike tour will cover the one-mile long stretch of center median malls along Allen and Pike Streets between Houston and South Streets, from the Lower East Side to Chinatown. The concrete malls, a relic from the elevated train lines that ran overhead until 1940, were underutilized, and the local community had voiced concerns about the safety of all users of the street. DOT’s operational changes doubled the width of the malls to create safe and pleasant pedestrian spaces with separated bicycle paths providing easy connections to the ever expanding bicycle network, bridges and the East River Esplanade. Tour attendees will see all stages of project implementation, from DOT’s at-grade roadbed reconfiguration with markings, seating, planters and signal changes to the permanent construction of the bicycle greenway and pedestrian promenade.

* Participants must bring own bikes or cover cost of rental (approximately $45 for full-day rental, tour will start from rental location).

4. Grand Army Plaza & Prospect Park West

Grand Army Plaza, the gateway to Prospect Park and home to the main branch of the Brooklyn Public Library, was until recently a glorified traffic circle. Over the past two years, NYC DOT has completely overhauled the space, converting over 35,000 square feet of roadbed to plaza space, adding a two-way bike lane around Plaza Street, and changing traffic signalization to make driving much safer. The redesigned public space now flows seamlessly into Eastern Parkway, one of the first bicycle paths in the country, and into Prospect Park West, home to the “bike lane heard ‘round the world.” Once a three-lane thoroughfare where drivers would speed through Park Slope on their way to the Prospect Expressway, the street is now calmer and safer, with one lane converted into a two-way parking protected bike path. Traffic volumes and travel times have remained the same, yet the number of cyclists has tripled on weekends, and the proportion of speeding has fallen by more than 50 percent.
A dynamic city like New York depends increasingly on its connections to other places. Our future as a center of commerce and tourism, as well as our own lifestyle depends on our ability to move people and goods to and from destinations across the nation and around the globe.

PlaNYC 2011
The Future of City Streets

Janette Sadik-Khan
Commissioner
New York City Department of Transportation

Keynote Address

Michael R. Bloomberg is the 108th Mayor of the City of New York.

He began his career in 1966 at Salomon Brothers, and after being let go in 1981, he began Bloomberg LP, a global media company which today has over 310,000 subscribers to its financial news and information service.

As his company grew, Michael Bloomberg started directing more of his attention to philanthropy. He has sat on the boards of numerous charitable institutions, including Johns Hopkins University, where he helped build the Bloomberg School of Public Health into one of the world’s leading institutions of public health research and training.

In 2001 he ran for mayor of the City of New York and, in a major upset, won the election. In office, Mayor Bloomberg has cut crime by more than 35 percent and created jobs by attracting new investment and supporting small business growth. He has implemented ambitious public health strategies, including the ban on smoking in restaurants and bars, and expanded support for arts and cultural organizations. His education reforms have driven graduation rates up 40 percent since 2005.

The Mayor’s economic policies have helped New York City avoid the level of job losses that many other cities experienced during the national recession. And since October 2009, New York added twice as many private sector jobs as the next ten largest U.S. cities combined.

Michael Bloomberg attended Johns Hopkins University and received an MBA from Harvard Business School. He is the father of two daughters, Emma and Georgina.
The struggle of the modern US city to compete on a global scale while also becoming environmentally sustainable has defined the trajectories of our largest cities.

National Association of City Transportation Officials
NACTO
Commissioners’ Panel

Moderator:
Chris Hayes
Host, MSNBC’s “UP w/Chris Hayes”

Rina Cutler
Deputy Mayor
Transportation and Utilities, Philadelphia

Gabe Klein
Commissioner
Chicago Department of Transportation

Edward D. Reiskin
Director of Transportation
San Francisco Municipal Transportation Agency

Janette Sadik-Khan
Commissioner
New York City Department of Transportation

Tom Tinlin
Commissioner
Boston Transportation Department

Jaime de la Vega
General Manager
Los Angeles Department of Transportation

Raising the Bar
Building political capital to implement key design initiatives

While Washington continues to miss the opportunity to create and save jobs through infrastructure projects, city transportation officials from US’s largest cities are creating and saving jobs through building 21st century sustainable transportation infrastructure.

The struggle of the modern US city to compete on a global scale while also becoming environmentally sustainable has defined the trajectories of our largest cities. Streets make up 80 percent of public space—yet they are often overlooked as cities work to remake themselves. Leaders from these US mega-cities are turning the tide. The Commissioners’ Panel presents an opportunity to explore the politics of sustainable transportation in the 21st century.

Sponsored by:

IBM
1. Financial District and Dumbo

This two-borough tour will cover pedestrian plazas and spaces in the Financial District and Dumbo, from Bowling Green and the famous Charging Bull statue, to the recently renovated Whitehall Ferry Terminal, Peter Minuit Plaza and Water-Whitehall Plaza. Nearby, the first in-road, government-sanctioned temporary plaza at Coenties Slip, dating back to 1997, has now been elevated with permanent materials. From there, the new East River Ferry makes for a quick trip to Brooklyn, where the new Old Fulton Plaza adds 7,000 square feet of pedestrian space next to Brooklyn Bridge Park. Finally, a quick walk through Dumbo leads to Pearl Street Plaza.

Note: Ferry tickets from Pier 11/Wall Street to Brooklyn are $4.

2. World Trade Center Transportation Infrastructure Tour

The World Trade Center is one of the most complex urban sites in the world, with the work of several renowned architects and designers culminating in a memorial and museum, five new office towers, 550,000 square feet of retail, a performing arts center and a new transportation hub to serve all these needs. Following a brief presentation that focuses on the post-9/11 transportation planning efforts and the temporary reconstruction of the PATH System infrastructure at the WTC, participants will take a tour to see the construction progress to date at a number of the various elements within the site.

Note: Participants MUST meet in from of Kimmel Center entrance by 12:15 pm. Pre-registration is required for this tour. Hard hats, safety vests and safety glasses will be provided. Leather shoes are required, preferably boots, and casual attire is recommended. Bring a government-issued ID.
3. Brooklyn Waterfront Greenway Design and Implementation Bike Tour

The Brooklyn Waterfront Greenway was identified as a priority route in the City’s 1993 Greenway Plan, which outlined a vision for a citywide 350-mile network of greenways. This tour will focus on the planning, design and implementation of 14-miles of waterfront route along one of the most dynamic parts of New York City, the Brooklyn Waterfront. This bicycle tour will trace the route of the greenway from Greenpoint to Red Hook and will include discussions of recreational versus transportation corridors, urban separated bike paths, bicycle and pedestrian improvements in a rezoning context, temporary versus long-term paths, and effective relationships with non-profits.

Note: Participants must bring own bikes or cover cost of rental (approximately $45 for full-day rental, tour will start from rental location). Ferry tickets from Pier 11/Wall Street to Brooklyn are $5 with bikes.

6. Midtown in Motion and NYC DOT Traffic Management Center*

Midtown in Motion, NYC DOT’s award-winning congestion management system, has improved travel times on the avenues in Midtown by 10 percent since implementation in July 2011. Using microwave sensors, traffic video cameras and E-Z Pass readers, traffic engineers at the Traffic Management Center (TMC) can quickly identify congestion issues and respond remotely using Advanced Solid State Traffic Controllers to unplug bottlenecks and smooth the flow of traffic. NYC DOT traffic engineers will lead a tour of the TMC and discuss congestion mitigation strategies for both Midtown in Motion and the city as a whole.

Note: Bring a government-issued ID.

* Map on next page (page 50)
6. Midtown in Motion and NYC DOT Traffic Management Center*

4. Dutch Kills Green

Dutch Kills Green, located at a multi-modal crossroads in Long Island City, used to be a desolate commuter parking lot, but is now transformed into an inviting green space featuring wetlands, native plantings, embedded historical elements and artist-designed benches and pavings. The tour will begin with a presentation on the history of the project and its relationship to a greater streetscape improvement plan for Long Island city. The planning and design team will also describe the challenges and opportunities of the site and the philosophy of their approach. Following that, participants will go on a site tour of the Green that highlights the new multi-modal pathways that connect it with the Queensboro Bridge. The tour will wrap up with a happy hour at a local watering hole!

Note: Participants MUST meet at Kimmel Center Entrance at 12:15 pm to attend this tour. This WalkShop is jointly sponsored by NACTO, APA NY Metro Transportation Committee and NY Metro ASLA, and supported by the Long Island City Partnership.

5. Jackson Heights and Corona

This tour will cover four projects in the neighborhoods of Jackson Heights and Corona in Queens. The Jackson Heights Neighborhood Transportation Study has improved pedestrian and bicycle connections and provided 8,000 square feet of new public space near one of the city’s busiest train stations, and the 78th Street Plaza is becoming permanent open space after two years of Sunday closures as a play street. Corona Plaza, a brand-new 13,000 square foot pedestrian space adjacent to the 7 train, was created by closing a slip road between a triangle park and a retail strip. Across Roosevelt Avenue, the Corona neighborhood slow zone includes a package of treatments, most notably lowering the speed limit to 20 mph within the zone, that are aimed at improving safety for all roadway users, reducing traffic noise and cut-through traffic and enhancing the social quality of the streets.

QUEENS
N uptown to Queensboro Plaza
Tour begins at Long Island City Partnership, 27-01 Queens Plaza North, 9th Floor, bet. 27th and 28th Streets.
Penny Lee
NYC Department of City Planning
Gregory Del Rio
Parsons Brinckerhoff
Leni Schwendinger
Light Projects
Linda Pollak
Marpillero Pollak Architects
Judith Heintz
WRT Design

QUEENS
E/F uptown to Jackson Heights-Roosevelt Av
Tour begins at Jackson Heights Plaza, 37th Road and Broadway.
David Stein
NYC DOT
Vaidila Satvika
NYC DOT
Nathan Gray
NYC DOT
Rob Viola
NYC DOT
Check out the latest sustainable transportation projects around the nation as part of NACTO’s Meet the Cities “speed dating” activity.

Representatives from NACTO member cities will be on hand to talk about their top transportation projects and initiatives, from bike share to light rail to green streets. This is the opportunity to learn from experts and implementers around the country, and to soak up the latest dialogues in transportation in a dynamic, living forum.

**Sponsored by:**

*STV 100*  
Recognition of Michael Garz, Senior Vice President, STV Group  
Title Sponsor

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**Atlanta**

*Atlanta Streetcar*  
A modern streetcar transit system and collaborative public-private partnership.

*Atlanta Beltline*  
Providing a network of public parks, multi-use trails and transit.

*Cycle Atlanta Study: Phase 1.0*  
High-quality bicycle facilities along key corridors.

*Transit Oriented Development*  
Three TOD success stories, and transforming a brownfield corridor into a network of trails, parks and new development.

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**Boston**

*Tightening beltways: At-grade solutions for over- and under-passes*  
Three projects that aim to transform Boston’s highways into vibrant city streets.

*Wicked good food trucks*  
How the City of Boston partnered with food truck entrepreneurs to create a dynamic food truck scene.

*Multimodal, Green and Smart: Boston Complete Streets Initiative*  
Boston’s Complete Streets guidelines and the principles behind them, including an overview of some recent projects.

*60 miles and 600,000 bike rides*  
How an enlightened Mayor, a strategic decision, and a dedicated group of advocates transformed Boston into a world class cycling city.

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**Baltimore**

*Bicycle Master Plan and Implementation*  
Implementation of high profile bicycle corridors.

*Cherry Hill Light Rail Station Improvements*  
Multi-modal accessibility improvements and public plaza renovations.

*Key Highway/Light Street Roundabout*  
Major redesign of a heavily used intersection near Baltimore’s Inner Harbor.

*Southeast Baltimore Complete Streets Project*  
Baltimore’s complete streets plan.
MEET THE CITIES

Chicago

Chicago Forward
CDOT’s two-year action agenda.

Streets for Cycling Plan
A network of innovative bicycle facilities, encouraging all Chicagoans to use their bikes for transportation.

Streets for Cycling Plan
A network of innovative bicycle facilities, encouraging all Chicagoans to use their bikes for transportation.

Bloomingdale Trail
A 2.7 mile multi-use, linear park/trail running along an unused, elevated rail line.

Pedestrian Plan
New opportunities and ongoing initiatives that will strengthen Chicago’s pedestrian environment.

Make Way for People
Public spaces to community and culture in Chicago’s neighborhoods.

Minneapolis

LRT Station Area Planning
Guiding development and increasing density along transit corridors.

Bicycle Boulevards
Bicycle boulevards constructed with Federal Non-Motorized Transportation Pilot Program dollars.

Bicycle Master Plan
The future of bicycling in Minneapolis.

Bicycle Facility Experiments
Advisory lanes, colored pavement, buffered bike lanes, bike boxes, narrow traffic/parking lanes, bicycle signalization and one-way cycle tracks.

New York City

Prospect Park West Bicycle Path
Installation of a parking protected two-way bicycle path on a busy Brooklyn street.

Street Design Manual
New York City’s design guidance on Geometry, Materials, Lighting, Furniture and Plantings—for a broad and diverse audience.

Jackson Heights Neighborhood Transportation Study
Rethinking the Neighborhood Transportation Study: Assembling the pieces.

Allen and Pike Streets Manhattan
A six lane arterial surrounding a narrow mall transformed into a boulevard with protected bike lanes and plazas.

Select Bus Service on First and Second Avenues
Bus Rapid Transit and Class 1 bike improvements on a busy Manhattan avenue.

Citi Bike, New York City’s newest transportation option, will provide iconic, sturdy bikes at self-service stations around the city. Come check out a Citi Bike to learn more about the program and have your questions answered.

Philadelphia

Green and Complete Streets
Re-designing Philadelphia’s Streets.

Walking a New Beat
Making it fun and safe to be a pedestrian in the city.

Gearing up to Ride
Expanding bike lanes and bike parking across the city.

Street Art
Painting murals on the sides of airport garages; integrating innovative lighting features into new bridges.

Phoenix

Pavement Management Systems Overview
Conducting condition assessments of the city’s roadway network.

Street Light LED Conversions
Converting the standard streetlight from high pressure sodium (HPS) to light emitting diode (LED) fixtures.

Development & Application of Rubberized Asphalt Paving
Street maintenance resurfacing program.

Hybrid Activated crosswalk Beacon (HAWK)
Assisting pedestrians crossing very busy streets.
# MEET THE CITIES

## Portland

**Sustainable Freight Strategy**
How local government can enable sustainable freight practices through incentives, planning, zoning updates and “last-mile” solutions.

**Moody Avenue Reconstruction**
Elevating the roadway 14 feet above its original grade, with three traffic lanes, dual streetcar tracks, pedestrian walkways and a cycle track.

## San Francisco

**Walking and Public Spaces**
Focused pedestrian safety strategies: Parklets and plazas for a more livable city.

**Transportation Demand Management**
Innovative agreements for transit passes: Providing better partnerships, information and options when getting around the city.

**Public Transit: Better Muni**
Making transit more reliable and more customer-focused with priority streets, all-door boarding, better stop amenities and new fleets.

**Parking Management: SFpark**
Making it easier to find a parking spot and reducing circling in the city.

**Bicycling**
Bicycle projects, parking and programs that are increasing cycling as everyday transportation.

## Seattle

**Road Safety Action Plan**
Making Seattle a safe place to travel no matter how you choose to go – by car, bike, or as a pedestrian.

**Neighborhood Greenways**
Planning and developing a network of neighborhood greenways, which will be prioritized for walking and bicycling.

**First Hill Streetcar and Cycle Track**
An innovative two-way cycle track for Seattle's Broadway corridor.

**Transit Master Plan**
Strategies, projects and policies to make Seattle a more affordable, cleaner, vital, equitable and enjoyable place to live and do business.

**Complete Streets: Dexter Avenue and the South Lake Union Streetcar**
Creating a unique operating environment that is quick, reliable and safe for transit, bikes and pedestrians.

## Washington, DC

**Capital Bikeshare**
Success from the start: what went right and where there’s room to improve.

**Planning Initiatives**
Livability studies drive neighborhood planning.

**Car-Sharing**
How Car2Go, Zip Car and Hertz on Demand have evolved and how the District has responded to the new business models.

**Cycle Tracks**
Expanded network: first experiences and research for protected lanes.

**Streetcar Plans**
Starting small with H Street implementation and planning big for 37 more miles of track.
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