



# DESIGNING CITIES

October 24-26, 2012  
New York, NY



Leading the Way to World Class Streets



# ABOUT NACTO



National Association of City Transportation Officials

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New York City Department  
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San Francisco Municipal  
Transportation Agency  
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*Event Planner*

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New York, NY 10041  
(212) 839-6421  
www.nacto.org

## MEMBER CITIES

Atlanta  
Baltimore  
Boston  
Chicago  
Detroit  
Houston  
Los Angeles  
Minneapolis  
New York  
Philadelphia  
Phoenix  
Portland  
San Francisco  
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## AFFILIATE MEMBERS

Arlington, VA  
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Cambridge  
Hoboken  
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Memphis  
Ventura, CA

## 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

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Opening Plenary	E&L 4th Floor
Keynote Address with Ray H. LaHood	

### PANELS 10:45 AM - 12:15 PM

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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

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Lunch	Rosenthal, 10th Floor
Meet the Cities "Speed Dating" Activity	

### PANELS 3:30 PM - 5:00 PM

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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

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#### 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

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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

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Plenary	E&L 4th Floor
Keynote address with Bruce Katz	

### PANELS 10:45 AM - 12:15 PM

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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

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Lunch Plenary	E&L 4th Floor
Special Events as a Catalyst for Transportation Investments	

### PANELS 2:00 PM - 3:30 PM

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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

## INSIDE THIS PROGRAM

6	General Information
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11	Welcome, Funders and Sponsors
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53	Meet the Cities
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## FRIDAY 10/26

### 9:30 AM - 11:30 AM

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Closing Plenary	Skirball
Keynote address with Michael R. Bloomberg	
Commissioners' Panel	Skirball
Moderated by Chris Hayes	

### WALKSHOPS 1:00 PM - 3:30 PM

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#### 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


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


---

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

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

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-  WalkShop Assembly  
3:30 PM KC LOBBY

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- 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.

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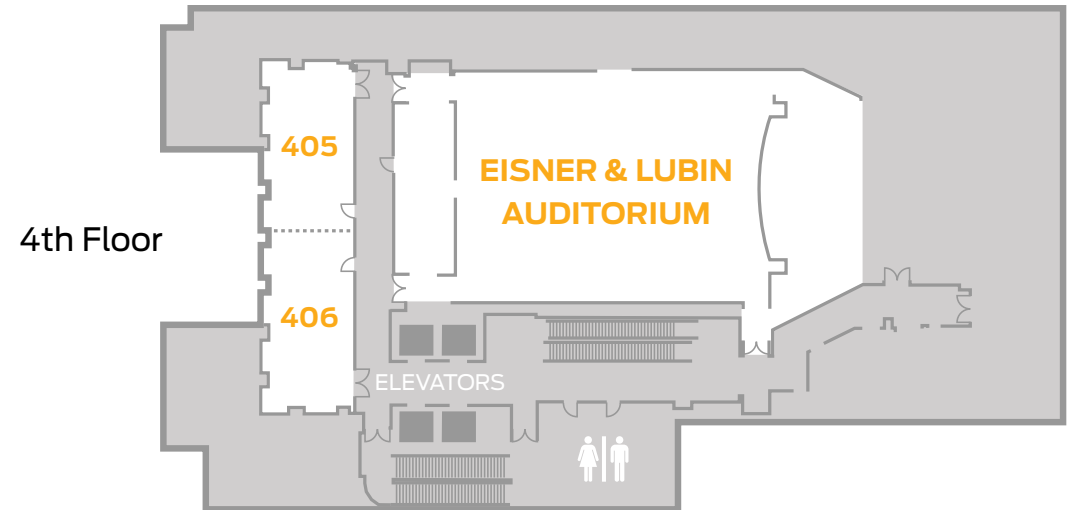
- Closing Plenary  
9:30 AM – 11:30 AM SKIRBALL CENTER

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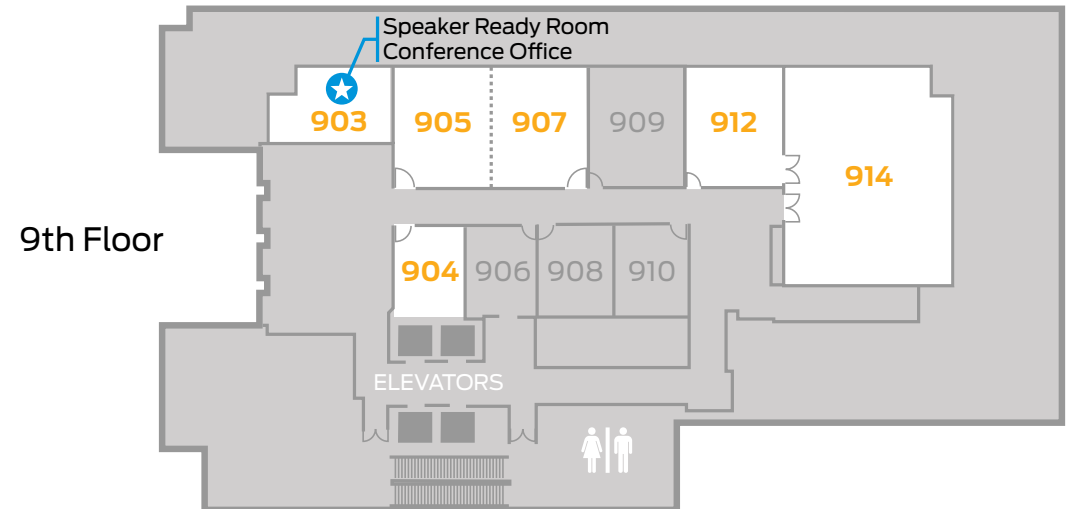
-  WalkShop Assembly  
12:15 PM KC LOBBY

# KIMMEL CENTER

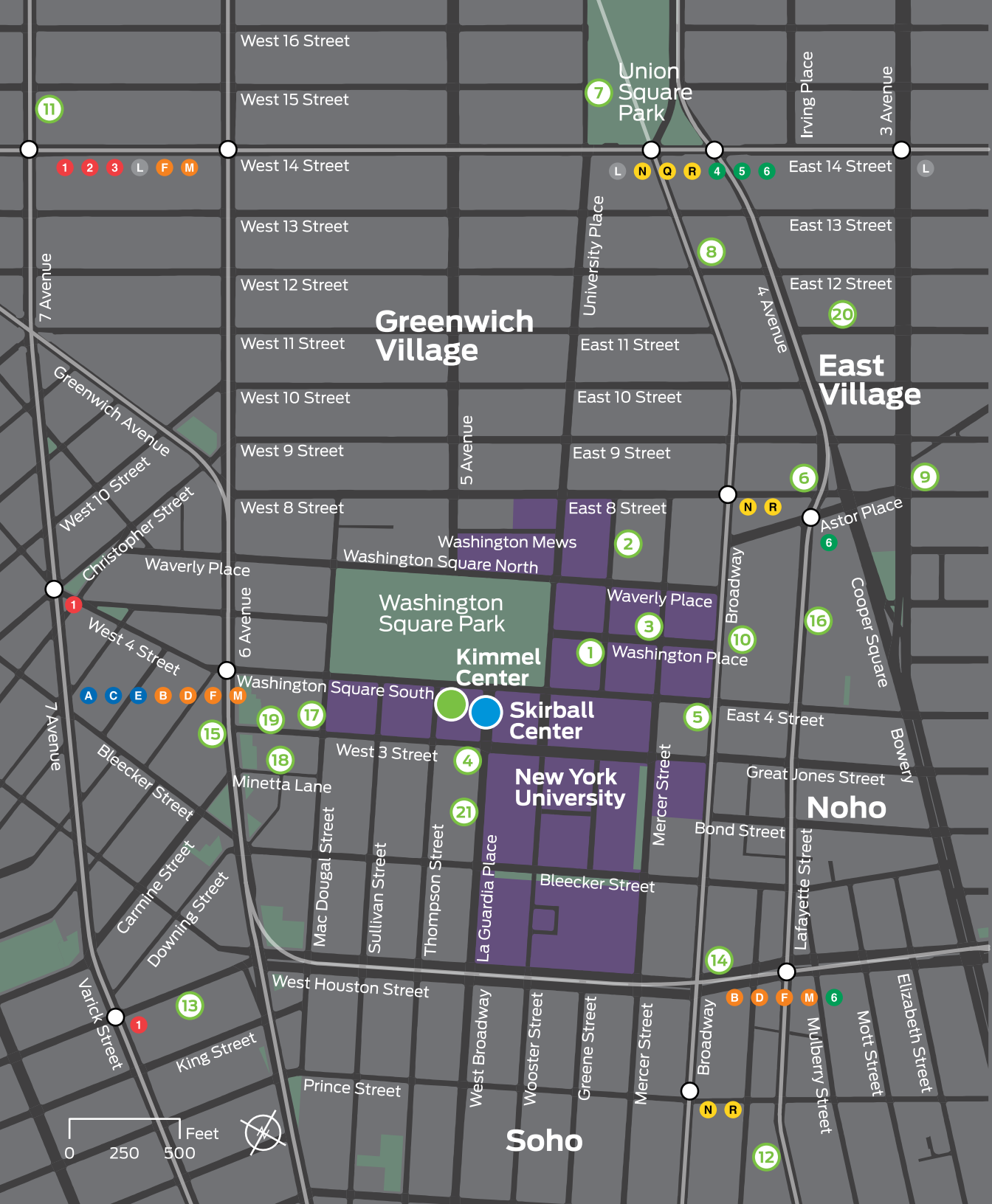
60 Washington Square South, New York, NY 10012  
(212) 998-4900



5th Floor: An attendant will be available to provide directions to Room 505.



10th Floor: Rosenthal Pavilion  
(see *Meet the Cities*, page 53)



# MAP / AROUND NYU

## 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*

- **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)

## 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

NYU AREA

Our nation's strength lies in our cities, which are proving grounds for innovation and bold ideas from the curblin to the skyline.

Janette Sadik-Khan

NACTO PRESIDENT, NEW YORK CITY TRANSPORTATION COMMISSIONER



Photo: NYC DOT

# WELCOME TO DESIGNING CITIES

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

### Corporate

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

WELCOME

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



Photo: Phoenix

EISNER & LUBIN AUDITORIUM, 4TH FLOOR

## OPENING PLENARY / 9:00 AM - 10:30 AM

**Mitchell L. Moss**  
Director  
NYU Rudin Center for Transportation

**Janette Sadik-Khan**  
Commissioner  
New York City Department of Transportation

### Keynote Address

**Ray H. LaHood**  
Secretary  
US Department of Transportation

Ray LaHood became the 16th Secretary of Transportation on January 23, 2009.

In nominating him, President-elect Obama said, "Few understand our infrastructure challenge better than the outstanding public servant that I'm asking to lead the Department of Transportation."

Secretary LaHood's primary goals in implementing President Obama's priorities for transportation include safety across all modes, restoring economic health and creating jobs, sustainability – shaping the economy of the coming decades by building new transportation infrastructure, and assuring that transportation policies focus on people who use the transportation system and their communities.

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.

WEDNESDAY 10/24/12

**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.

**ROOM KC 505**

**NYC DOT Pedestrian Projects Group**

**Led by Randy Wade**

Director, Pedestrian Projects Group, NYC DOT

**Sameeh Barkho, P.E.**

Chief of Highway Design & Construction, NYC DOT's top engineering design expert

**Raisa Saratovsky**

Urban Designer, Pedestrian Projects Group, NYC DOT

**ROOM KC 905**

**Moderator: Rich Weaver**

Director, Planning, Policy & Sustainability, American Public Transportation Association

**Luann Hamilton**

Deputy Commissioner, Chicago DOT

**Nick Jackson**

Senior Planner and Boston Regional Office Director, Toole Design Group

**Ricardo Olea**

City Traffic Engineer, San Francisco MTA

**ROOM KC 912**

**Moderator: Jessica Wurwarg**

Chief of Staff, External Affairs, NYC DOT

**Paul Chasan**

Parklet Project Manager, City of San Francisco, Pavement to Parks Program

**Ed Janoff**

Public Spaces Operations Manager, NYC DOT

**Mike Lydon**

Principal, The Street Plans Collaborative

**Jane Martin**

Owner, Shift Design Studio and Director, Plant\*SF

**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.

**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 foregoing 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 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

**ROOM KC 405**

**Moderator: Timothy Papandreu**

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

## PANELS / 10:45 AM - 12:15 PM

### 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.

### 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 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

#### 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

## 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..

## PANELS / 3:30 PM - 5:00 PM

### 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.

### 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 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

#### 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

#### ROSENTHAL PAVILION, 10TH FLOOR

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

## PANELS / 3:30 PM - 5:00 PM

### 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.

### 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 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

#### 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

## PANELS / 3:30 PM - 5:00 PM

### 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?

### 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 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

#### 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



ASSEMBLE IN THE KIMMEL CENTER LOBBY AT 3:30PM

# WALKSHOPS / 3:30 PM - 5:00 PM

## 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.

**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

This tour includes the following works:

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

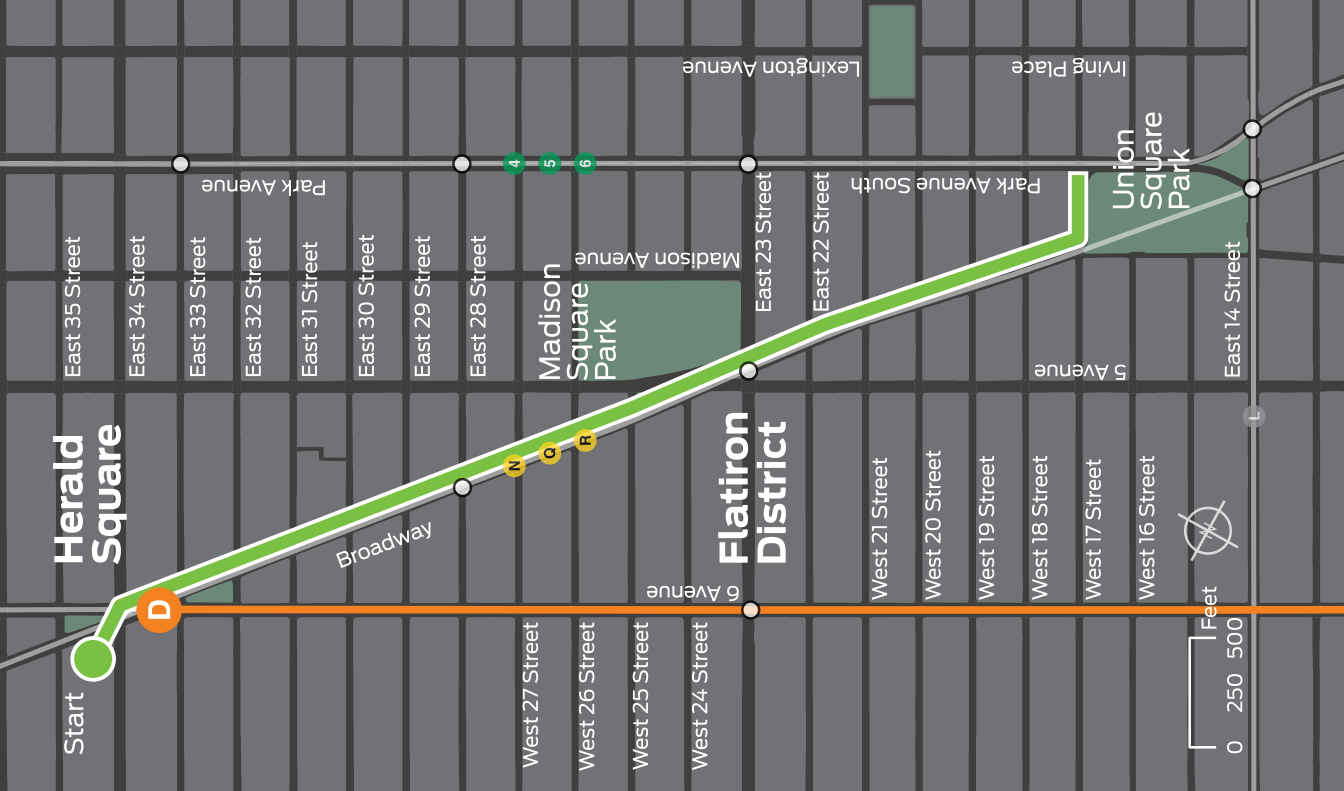
**Abby Goldstein (artist)**  
*Fictional Landscape*, Jay Street and Sands Street

**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

WEDNESDAY 10/24/12



ASSEMBLE IN THE KIMMEL CENTER LOBBY AT 3:30PM

# WALKSHOPS / 3:30 PM - 5:00 PM

## 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.

**MANHATTAN**  
 B/D/F/M/N/R uptown to 34 St-Herald Square

Tour begins at northwest corner of West 34th Street and Sixth Avenue, in front of Macy's.

**Randy Wade**  
 Director, Pedestrian Projects Group, NYC DOT

**Sean Quinn**  
 Planning Coordinator, Pedestrian Projects Group, NYC DOT

## 2. Gansevoort Plaza and Ninth Avenue Protected Bike Lanes

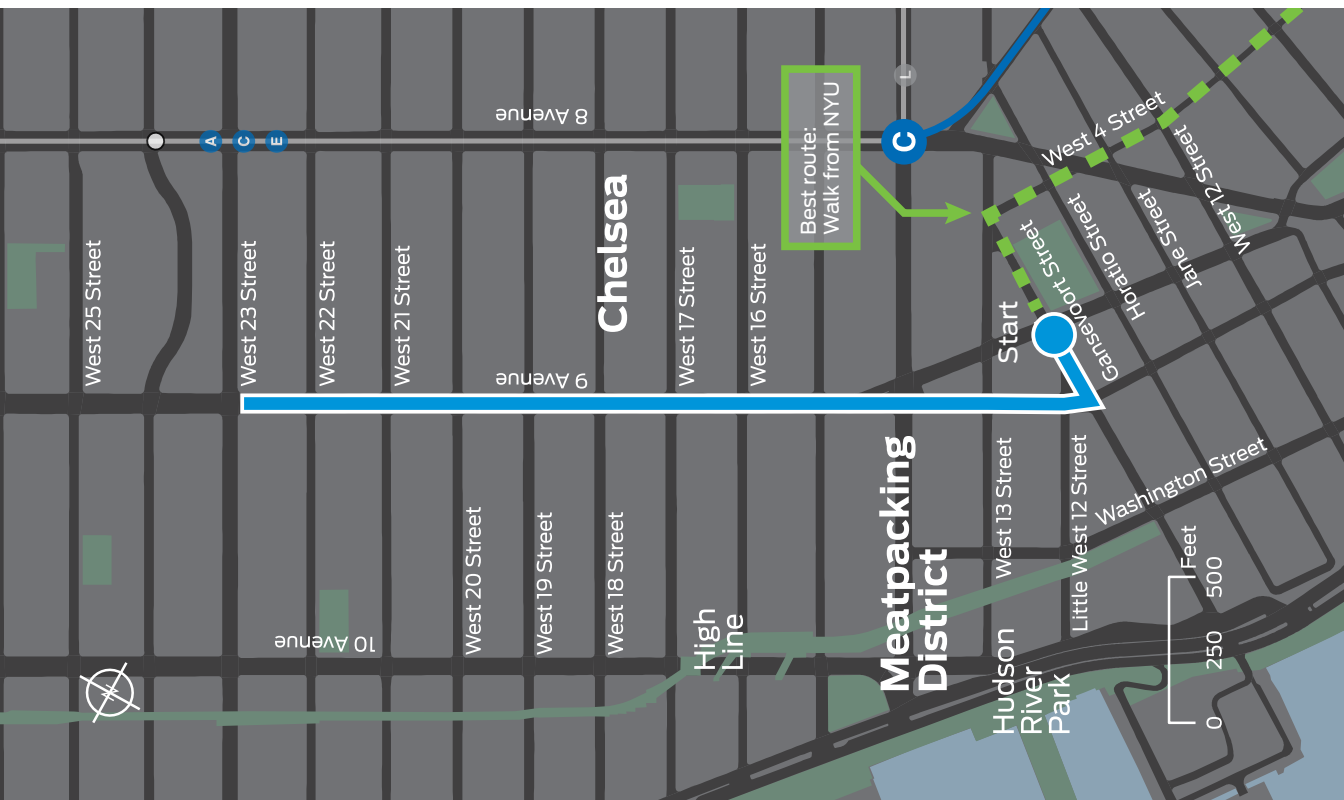
Gansevoort Street, the heart of the Meatpacking District and a center of design, fashion, nightlife and technology in New York, was once a traffic free-for-all. After an extensive community outreach process, NYC DOT redesigned the street and carved out over 18,000 square feet of roadbed to create Gansevoort 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.

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

Tour begins at northwest corner of Gansevoort Street and Hudson Street

**Ryan Russo**  
 Assistant Commissioner for Traffic Management, NYC DOT

**Josh Benson**  
 Director, Bicycle and Pedestrian Programs, NYC DOT



WEDNESDAY 10/24/12

# WALKSHOPS / 3:30 PM - 5:00 PM

## 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

# RECEPTION / 7:00 PM - 8:30 PM

## 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

### MANHATTAN

#### Battery Gardens

Inside Battery Park, opposite 17 State Street New York, NY 10004

(212) 809-5508

[batterygardens.com/restaurant](http://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.

Sponsored by:



WEDNESDAY 10/24/12

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



Photo: San Francisco MTA

EISNER & LUBIN AUDITORIUM, 4TH FLOOR

## PLENARY / 9:00 AM - 10:30 AM

**Ron Thaniel**

Executive Director  
National Association of City Transportation  
Officials (NACTO)

**Janette Sadik-Khan**

Commissioner  
New York City Department of Transportation

### Keynote Address

**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 metropolitan 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."

THURSDAY 10/25/12

**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.

**ROOM KC 405**

**Moderator: Linda Bailey**  
Federal Programs Advisor, NYC DOT

**Vineet Gupta**  
Director of Policy & Planning,  
City of Boston

**John Norquist**  
President and CEO, Congress for the  
New Urbanism

**Ryan Russo**  
Assistant Commissioner for Traffic  
Management, NYC DOT

**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.

**ROOM KC 406**

**Moderator: Mike Flynn**  
Director, Capital Planning and  
Project Initiation, NYC DOT

**Eric Lee**  
President, Bennett Midland

**Janet Attarian**  
Project Director, Streetscape and  
Sustainable Design Program,  
Chicago DOT

**Joe Cortright**  
President, Impresa Consulting;  
Senior Policy Advisor, CEOs for Cities

**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.

**ROOM KC 907**

**Moderator: Gabriela Juarez**  
Planner, Los Angeles Department  
of City Planning

**Brett Burmeister**  
Blogger, Food Carts Portland

**Joanne Massaro**  
Commissioner, Boston Department  
of Public Works

**David Weber**  
Founder and President, NYC  
Food Truck Association

**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

## PANELS / 10:45 AM - 12:15 PM

### 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

## PANELS / 2:00 PM - 3:30 PM

### 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

## PANELS / 2:00 PM - 3:30 PM

### 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.

### 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 405

**Moderator: Trent Lethco**  
Associate Principal, ARUP

**Chris D. Levandos**  
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

#### 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

## PANELS / 2:00 PM - 3:30 PM

### 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.

### 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 need to be involved, and what design elements create spaces that are attractive to pedestrians, safe for drivers and navigable for cyclists.

#### 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

#### ROOM KC 914

**Moderator: Rick Bell**  
Executive Director, American Institute  
of Architects, New York Chapter

**Jonathan Marvel**  
Principal, Rogers Marvel Architects

**Iliaria 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

## PANELS / 2:00 PM - 3:30 PM

### 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.

### 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 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

#### ROOM KC 505

Led by Nelson\Nygaard Associates

## PANELS / 3:45 PM - 5:00 PM

### 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.

### 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 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

#### 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

## PANELS / 3:45 PM - 5:00 PM

### 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.

### 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 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

#### 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

## PANELS / 3:45 PM - 5:00 PM

### 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.

#### ROOM KC 406

**Moderator: John Robert Smith**  
President & CEO, Reconnecting  
America; former Mayor  
of Meridian, MS

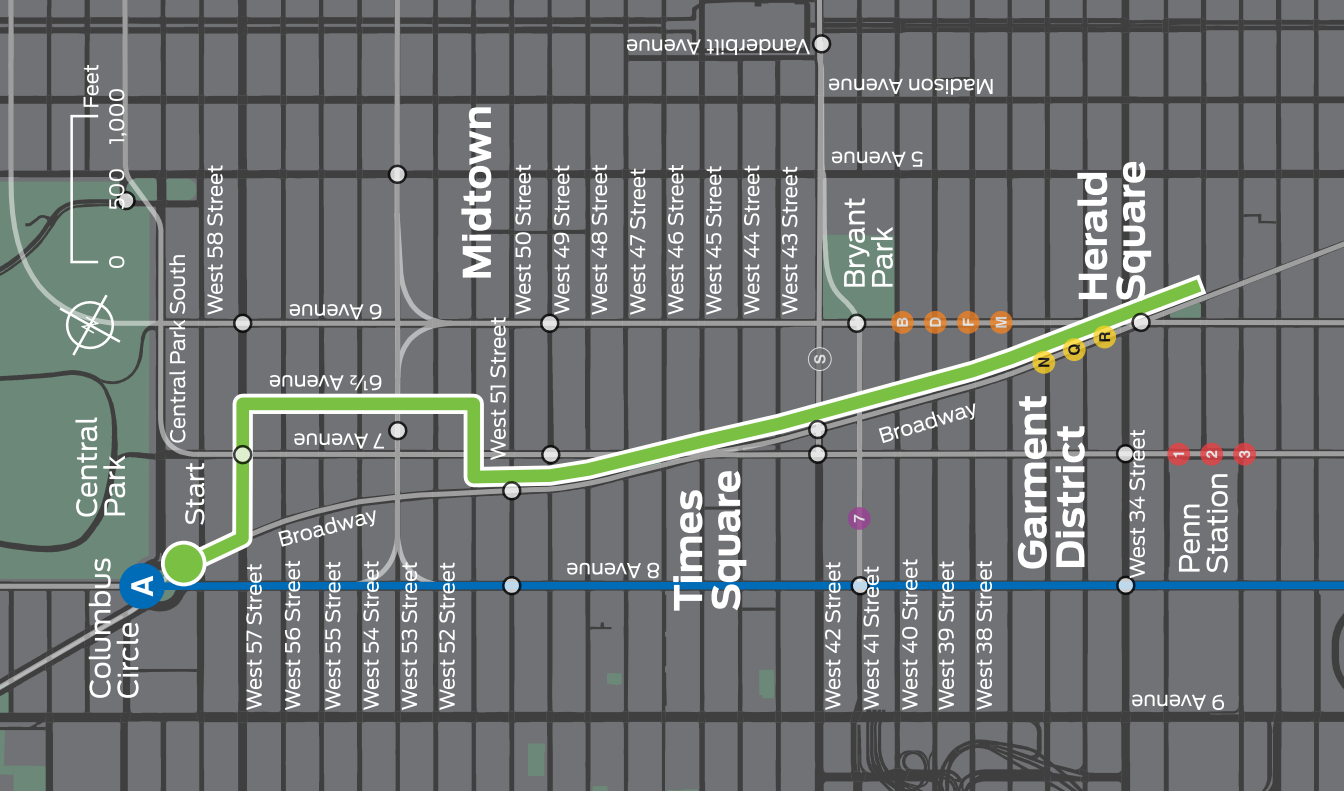
**Nate Conable**  
Director of Transit and Transportation,  
Atlanta BeltLine Inc.

**Robert Paley**  
Director of Transit-Oriented  
Development, Metropolitan  
Transportation Authority

**Sam Zimbabwe**  
Associate Director, Policy, Planning,  
and Sustainability Administration,  
District DOT

#### ROOM KC 505

**A community engagement workshop  
led by James Rojas**



ASSEMBLE IN THE KIMMEL CENTER LOBBY AT 3:45 PM

# WALKSHOPS / 3:45 PM - 5:00 PM

## 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.

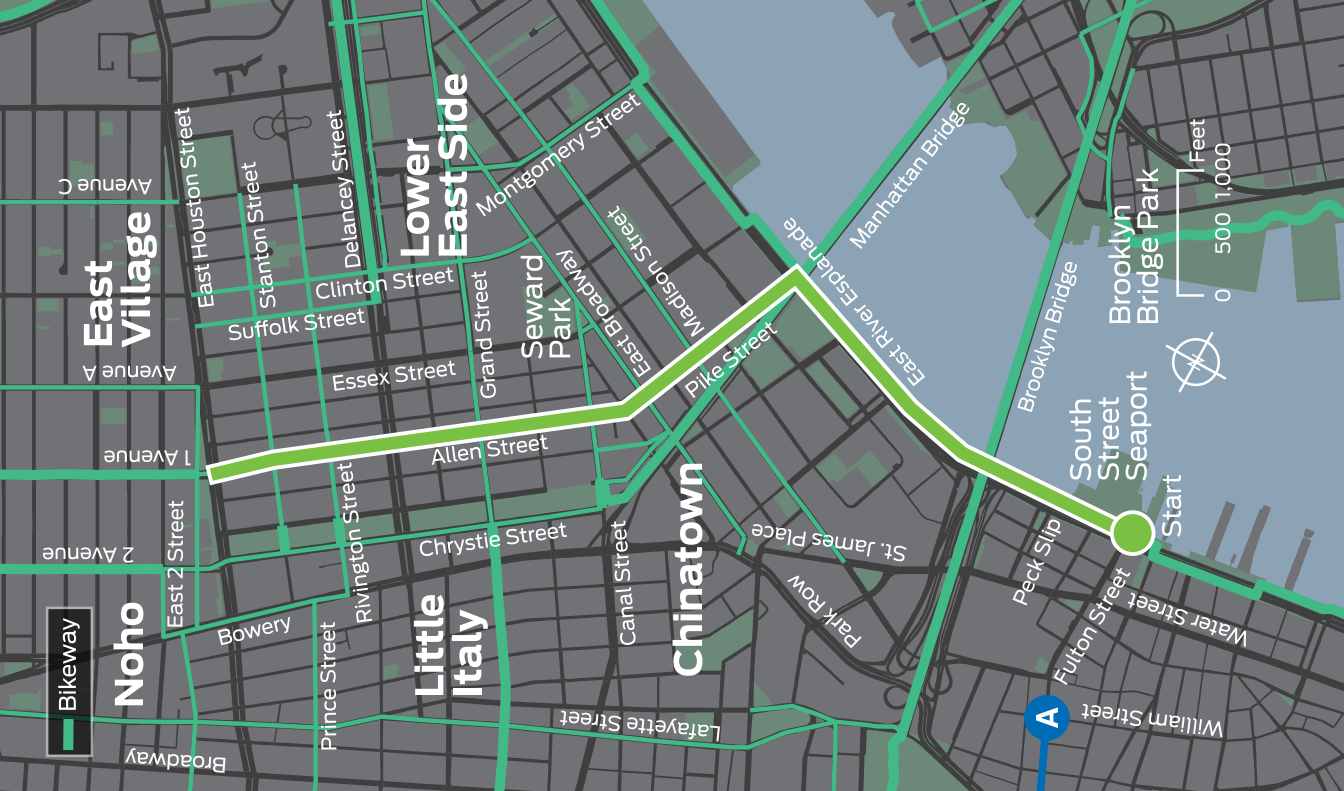
**MANHATTAN**  
Walk northwest on Washington Square South/West 4th Street, turn left at Gansevoort Street (approximately 1 mile)  
A/C/E to 14 St

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

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

THURSDAY 10/25/12



ASSEMBLE IN THE KIMMEL CENTER LOBBY AT 3:45 PM

## WALKSHOPS / 3:45 PM - 5:00 PM

### 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.

#### MANHATTAN

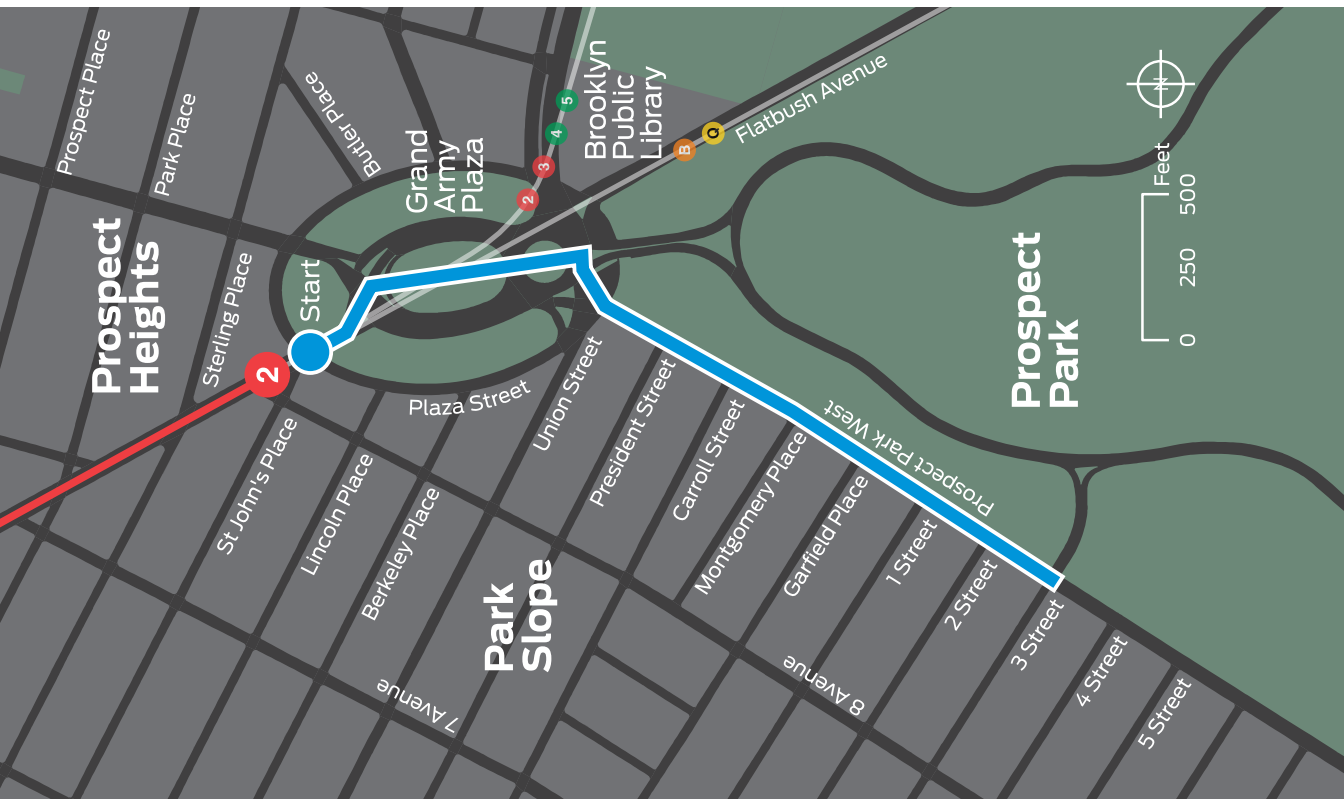
A/C downtown to Fulton St, walk 6 blocks east on Fulton Street (against traffic) to Pier 17

Tour begins at Pier 17, South Street Seaport, South Street and Fulton Street

**Keri Tyler**

Senior Project Manager, NYC DOT

\* 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.

#### BROOKLYN

2/3 to Grand Army Plaza (take 1 downtown from Christopher St, transfer across platform to 2/3 at Chambers St)

Tour begins at southwest corner of Plaza Street East and Flatbush Avenue

**Ryan Russo**

Assistant Commissioner of Traffic Management, NYC DOT

**Terra Ishee**

Design Coordinator, Pedestrian Projects Group, NYC DOT

THURSDAY 10/25/12

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



Photo: NYC DOT

SKIRBALL CENTER FOR THE PERFORMING ARTS  
566 LaGuardia Place, around the corner from Kimmel Center

## CLOSING PLENARY / 9:30 AM - 11:30 AM

### The Future of City Streets

**Janette Sadik-Khan**

Commissioner

New York City Department of Transportation

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.

### Keynote Address

**Michael R. Bloomberg**

Mayor

New York City

FRIDAY 10/26/12

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



Photo: University City District, City of Philadelphia

SKIRBALL CENTER FOR THE PERFORMING ARTS  
566 LaGuardia Place, around the corner from Kimmel Center

## CLOSING PLENARY / 9:30 AM - 11:30 AM

### 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:



FRIDAY 10/26/12



ASSEMBLE IN THE KIMMEL CENTER LOBBY AT 12:15 PM

# WALKSHOPS / 1:00 PM - 3:30 PM

## 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.

**MANHATTAN / BROOKLYN**  
R downtown to Whitehall Street; exit station at Stone Street side (to your left upon exiting the train). Walk 2 blocks north (against traffic) to Bull statue.

Tour begins at Charging Bull Statue, Broadway at Morris Street.

**Randy Wade**  
Director, Pedestrian Projects Group, NYC DOT

**Terra Ishee**  
Design Coordinator, Pedestrian Projects Group, NYC DOT

**Sean Quinn**  
Planning Coordinator, Pedestrian Projects Group, NYC DOT

**Rich Carmona**  
Traffic Engineer, Pedestrian Projects Group, NYC DOT



## 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 front 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.

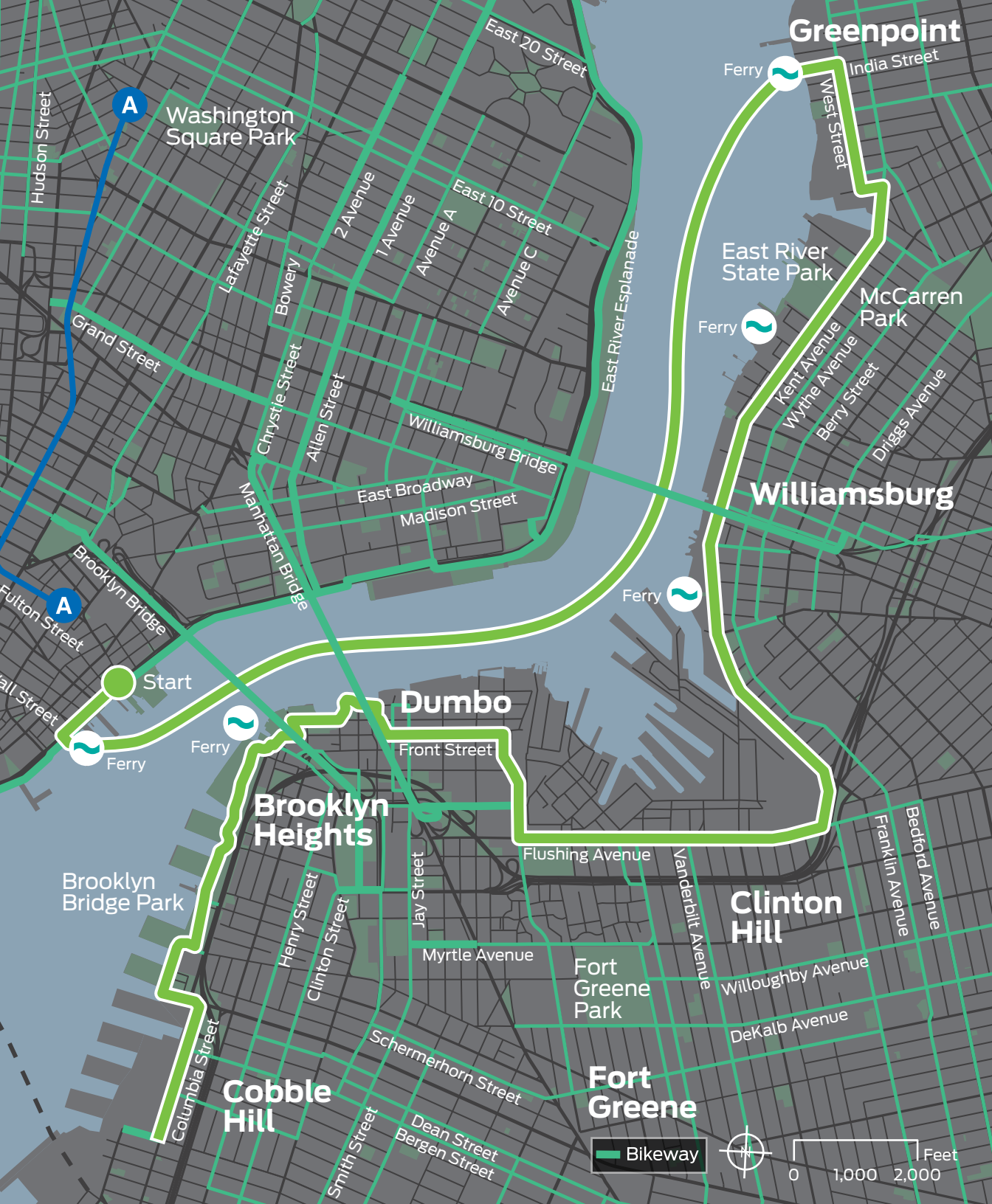
**MANHATTAN**  
R downtown to Cortlandt Street, walk south (against traffic) to Cedar Street, turn left and walk one block to Broadway

Tour begins at 115 Broadway, between Cedar Street and Thames Street.

**Tom Grassi**  
Program Manager, World Trade Center Construction Department, Port Authority of New York & New Jersey

**Robert Eisenstat**  
Assistant Chief Architect, Port Authority of New York & New Jersey

FRIDAY 10/26/12



ASSEMBLE IN THE KIMMEL CENTER LOBBY AT 12:15 PM

# WALKSHOPS / 1:00 PM - 3:30 PM

## 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.

### BROOKLYN

A/C downtown to Fulton St, walk 6 blocks east on Fulton Street (against traffic) to Pier 17

Tour begins at Pier 17, South Street Seaport, South Street and Fulton Street

#### Ted Wright

Senior Project Manager, Greenways, NYC DOT

#### Kim Rancourt

Project Manager, Greenways, NYC DOT

## 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)

### QUEENS

N uptown to Queensboro Plaza

Tour begins at 28-11 Queens Plaza North, between 28th Street and 29th Street.

#### John Tipaldo

Traffic Management Center Operations, NYC DOT

#### Rachid Roumila

Traffic Management Center Operations, NYC DOT

#### Mohamad Talas

Traffic Management Center Operations, NYC DOT

FRIDAY 10/26/12



ASSEMBLE IN THE KIMMEL CENTER LOBBY AT 12:15 PM

# WALKSHOPS / 1:00 PM - 3:30 PM

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

QUEENS

\* See page 49 for full description

## 4. Dutch Kills Green

QUEENS

N uptown to Queensboro Plaza

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!

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

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

QUEENS

E/F uptown to Jackson Heights-Roosevelt Av

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.

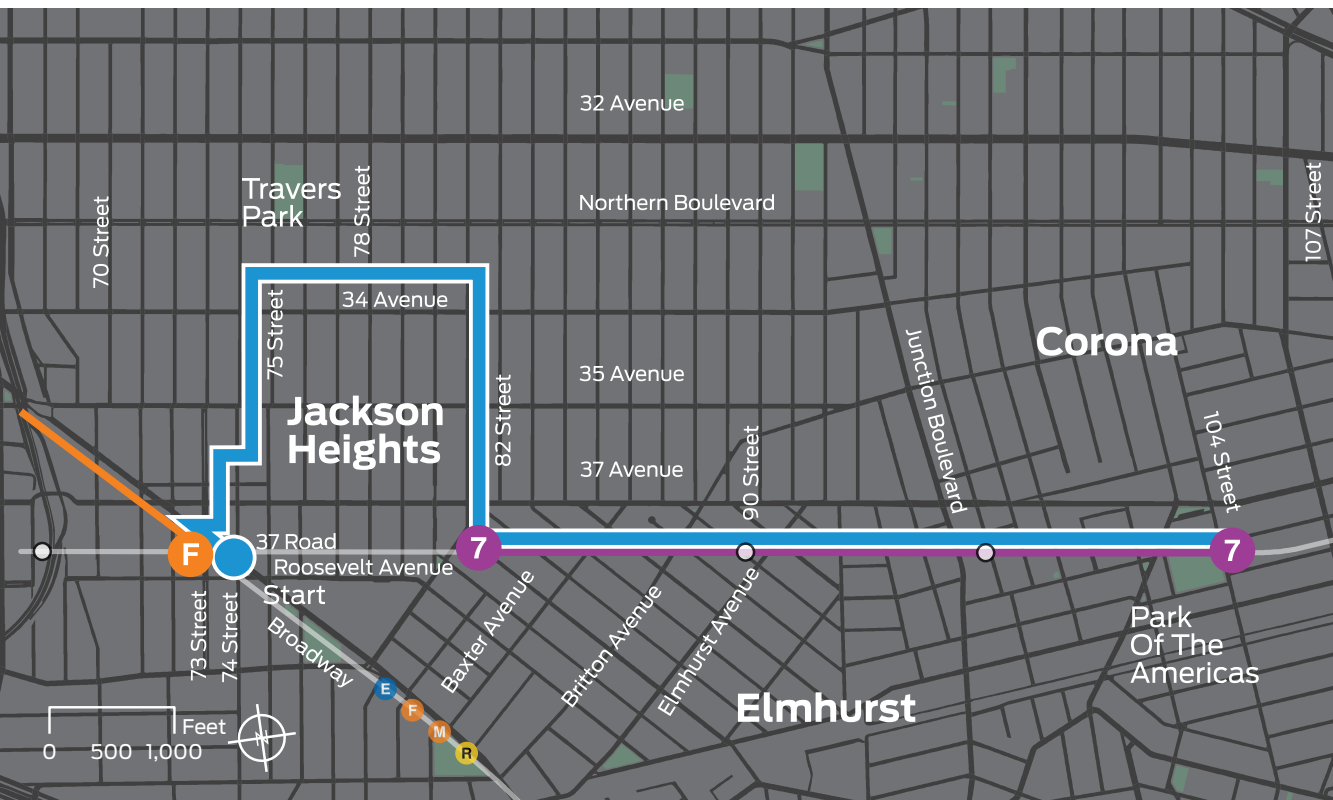
Tour begins at Jackson Heights Plaza, 37th Road and Broadway.

[David Stein](#)  
NYC DOT

[Vaidila Satvika](#)  
NYC DOT

[Nathan Gray](#)  
NYC DOT

[Rob Viola](#)  
NYC DOT



FRIDAY 10/26/12



ROSENTHAL PAVILION, 10TH FLOOR 12:30 PM - 3:15 PM

# MEET THE CITIES

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:



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

## 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.

## 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.

## 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.



MEET THE CITIES

# 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.

### Bloomington 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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# ACKNOWLEDGEMENTS

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# Leading the Way to World Class Streets



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