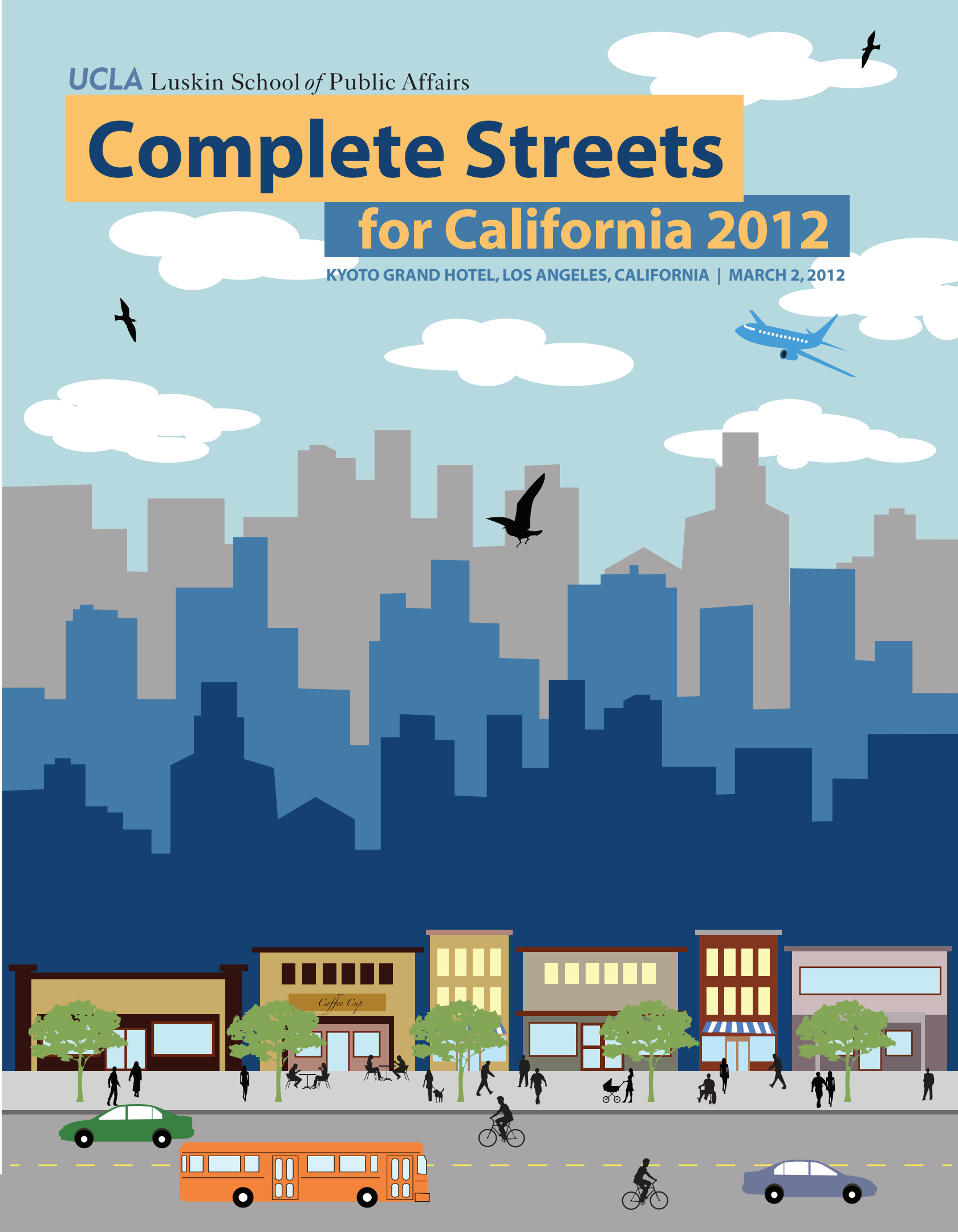


UCLA Luskin School of Public Affairs

# Complete Streets

## for California 2012

KYOTO GRAND HOTEL, LOS ANGELES, CALIFORNIA | MARCH 2, 2012



# UCLA Luskin School of Public Affairs

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## Complete Streets Initiative

The Complete Streets Initiative is a joint effort of the Lewis Center for Regional Policy Studies, the Luskin Center for Innovation, and the Institute of Transportation Studies in the UCLA Luskin School of Public Affairs. The Initiative's mission is to conduct research, educate students, and engage the public on the many critical, and often competing, roles streets play in creating a more vibrant, productive, and sustainable California.



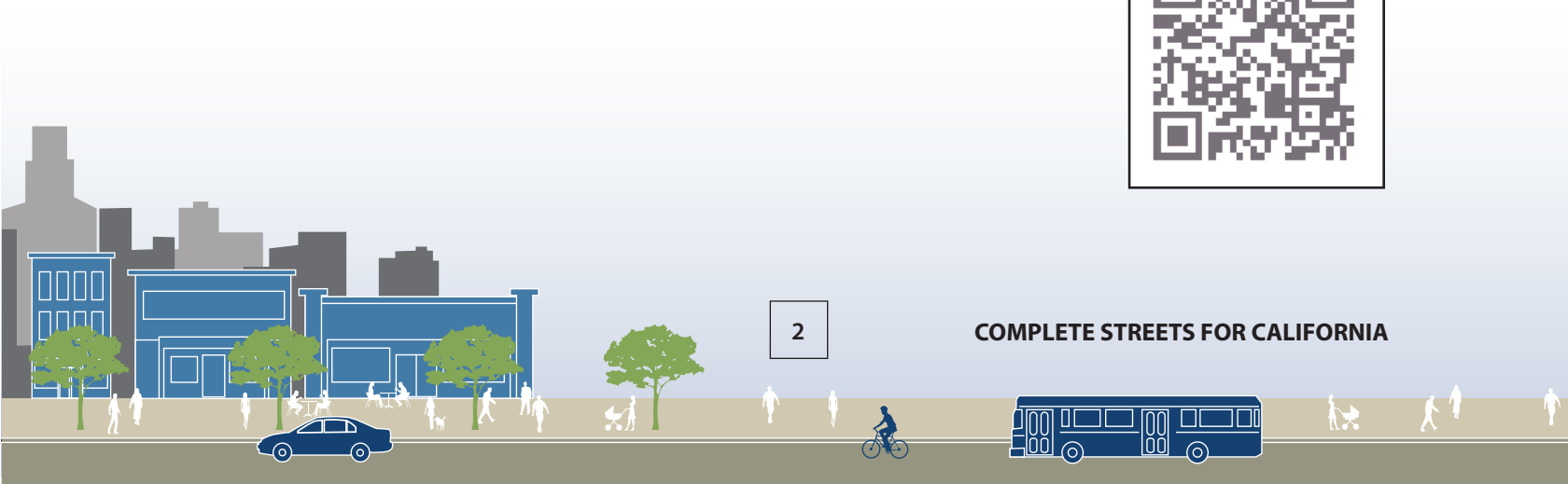
The Lewis Center advances research solutions for California's urban and regional challenges, with an emphasis on transportation, economic development and housing, and the environment.



The Luskin Center for Innovation unites the intellectual capital of UCLA with civic leaders to address pressing issues confronting our community and world.

## UCLA Luskin School of Public Affairs

Founded in 1994, the UCLA Luskin School of Public Affairs incorporates best practices in scholarship, research and teaching in the fields of social work, urban and regional planning, and policymaking. The unique intersection of these disciplines within one School allows for academic cross-collaboration and a graduate education that values perspectives at the macro- and micro- organizational. The School is named after Meyer and Renee Luskin—UCLA alumni, Angelenos, and philanthropists—who generously gave a \$100 million gift to UCLA, half of which funded endowments and improvements in the School of Public Affairs. On March 18, 2011, the School was officially named the UCLA Meyer and Renee Luskin School of Public Affairs.



# Complete Streets for California 2012

 #CS4CA

OVERVIEW

## WELCOME

The UCLA Complete Streets for California Conference advances strategies to achieve complete and living streets. Complete streets are multi-use environments that enable safe and comfortable access for all users in the streets and sidewalks. This includes pedestrians, bicyclists, motorists and public transportation users of all ages and abilities, including older people, children and people with disabilities. Complimentary to complete streets, living streets consider the social, economic and environmental sustainability of streets, including green space, storm water capture and use, inviting architecture, economic development, and social equity. While implementing complete and living streets can be challenging, this movement continues to grow and evolve, as on-the-ground projects are increasing in strength and numbers.

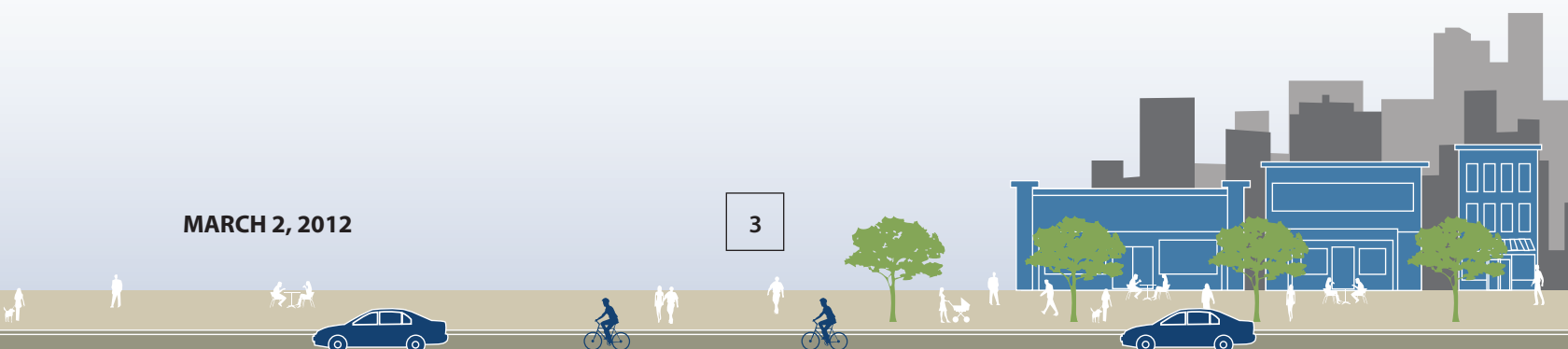
This second UCLA Complete Streets Conference highlights recent accomplishments and explores how these efforts have fared in their objectives to redefine and repurpose streets as multi-use public spaces. Conference speakers and participants from academia and practice will advance new approaches and strategies for implementing complete and living streets in California and in the U.S.

### DAY AT A GLANCE

8:30 AM	Welcome and Opening Remarks
8:45 AM	Complete Streets 101
9:30 AM	Opening Panel
<hr/>	
11:00 AM	Morning Concurrent Sessions
12:30 PM	Lunch and Keynote Address
2:00 PM	Afternoon Concurrent Sessions
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3:30 PM	Closing Panel
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5:00 PM	Reception

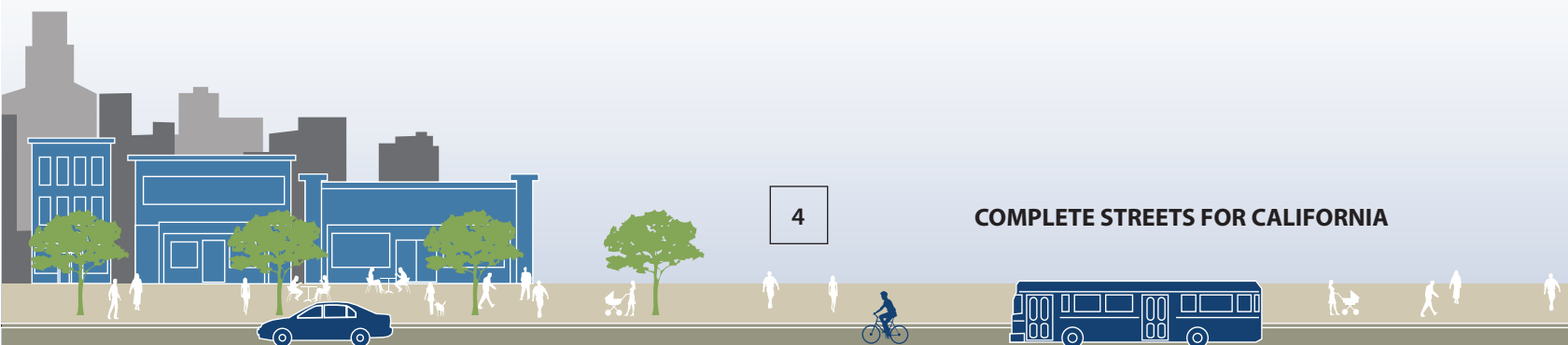
MARCH 2, 2012

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# EVENT PROGRAM

- 8:00 AM** CHECK-IN & REFRESHMENTS
- 8:30 AM** WELCOME AND OPENING REMARKS  
Golden Ballroom
- 8:45 AM** COMPLETE STREETS: FROM LA TO SAN FRANCISCO AND BEYOND  
Golden Ballroom
- 9:30 AM** THE ROLE OF COMPLETE AND LIVING STREETS IN THE LARGER TRANSPORTATION NETWORK  
Golden Ballroom
- 10:45 AM** BREAK
- 11:00 AM** TRACK A: REDEFINING STREET PERFORMANCE METRICS  
Four Seasons
- TRACK B: REPURPOSING ROAD SPACE AS PUBLIC SPACE  
Thousand Cranes, Garden Level
- 12:30 PM** LUNCH  
Golden Ballroom
- 1:00 PM** LUNCH KEYNOTE ADDRESS  
Golden Ballroom
- 2:00 PM** TRACK A: EQUITY CONSIDERATIONS: COMPLETE STREETS FOR WHOM?  
Four Seasons
- TRACK B: MORE THAN MOBILITY: PEOPLE, PROVISIONS & POLLUTION CONTROL  
Thousand Cranes, Garden Level
- 3:15 PM** BREAK
- 3:30 PM** CLOSING PANEL: LOCAL IMPLICATIONS AND LOOKING AHEAD  
Golden Ballroom
- 4:45 PM** CLOSING REMARKS  
Golden Ballroom
- 5:00 PM** RECEPTION  
Japanese Garden, Garden Level



**WELCOME AND OPENING REMARKS**

8:30 AM  
Golden Ballroom

**Introduction:**

**Dr. Richard Jackson** - Professor and Chair, Environmental Health Sciences, UCLA School of Public Health; Professor, UCLA Luskin School of Public Affairs

**Speaker:**

**Dr. Jonathan Fielding** - Director, Los Angeles County Department of Public Health and County Health Officer

**COMPLETE STREETS: FROM LA TO SAN FRANCISCO AND BEYOND**

8:45AM  
Golden Ballroom

What are complete streets and living streets, and is there a difference? What are the benefits of implementing complete streets, and how do we know when a street is “complete”? Based on his experience in both Los Angeles and San Francisco, Mr. Timothy Papandreu will address the challenges and opportunities of implementing complete streets elements, as well as steps to make them integral parts of the planning process. His talk will draw from his experience in both complete streets policy and implementation.

**Speaker:**

**Timothy N. Papandreu** - Deputy Director, Sustainable Streets-Planning & Policy, San Francisco Municipal Transportation Agency

**Moderator:**

**Madeline Brozen** - Program Manager, Complete Streets Initiative, UCLA Luskin School of Public Affairs

**THE ROLE OF COMPLETE AND LIVING STREETS IN THE LARGER TRANSPORTATION NETWORK**

9:30 AM  
Golden Ballroom

Streets perform many functions: they move people and goods in cars, trucks, buses, streetcars, bicycles, and on foot. But streets are much more than places of conveyance; they are living spaces as well. Streets are places to shop, eat, work, stroll, exercise, play, and more. This panel explores how we can balance the many, and sometimes competing, functions of streets. We will consider the role of complete streets in the broader hierarchy of metropolitan streets and highway systems to explore what a complete street system ought to look like.

**Speakers:**

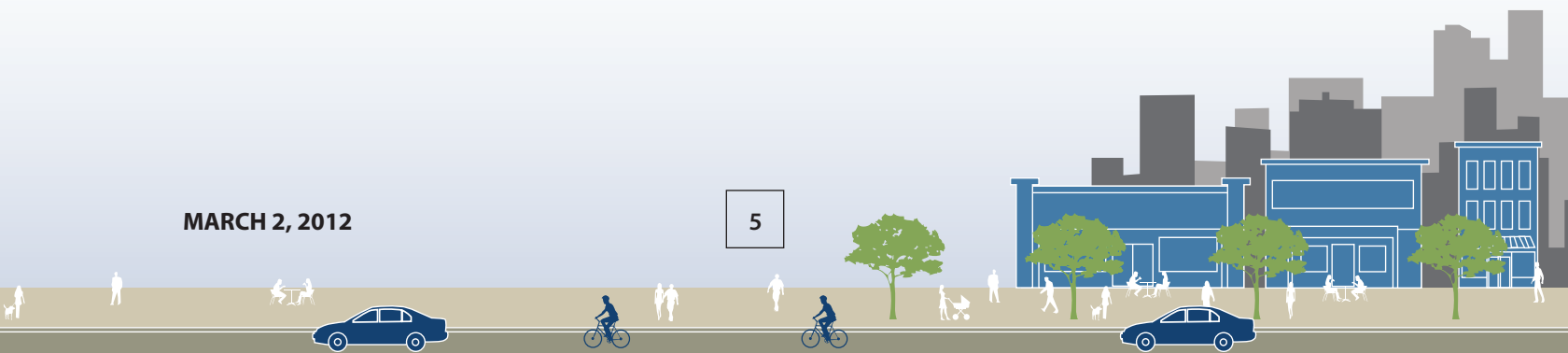
**Reid Ewing** - Professor of City and Metropolitan Planning, University of Utah

**Michael Moule** - Principal, Nelson/Nygaard Consulting Associates

**Regina Freer** - Vice President, Los Angeles City Planning Commission

**Moderator:**

**Brian D. Taylor** - Director, Lewis Center for Regional Policy Studies; Director, UCLA Institute for Transportation Studies; Professor of Urban Planning, UCLA Luskin School of Public Affairs



## REDEFINING STREET PERFORMANCE METRICS

11:00 AM | Four Seasons

How do we implement complete streets projects when the transportation impact metric we currently use only assesses traffic impacts on cars? Traditional Level of Service (LOS) measures have produced street configurations that discourage walking, biking, and public transit improvements. If we are committed to a multi-modal future, cities will need to adopt new policies and measures of street performance and transportation impacts, and some cities are taking steps to do so. This panel will discuss traditional LOS, the opportunities and issues presented by new performance metrics such as Multi-Modal Level of Service (MMLOS) and Auto or Motorized Trips Generated (ATG/MTG), and offer insights on how cities can move forward.

### Speakers:

**Ronald Milam** - Principal, Fehr and Peers

**Tilly Chang** - Deputy Director for Planning, San Francisco County Transportation Authority

**Andrew Oelz** - Counsel, Akin Gump Strauss Hauer & Feld, LLP

### Moderator:

**Alexis Lantz** - Planning and Policy Director, Los Angeles County Bicycle Coalition

## RE-PURPOSING ROAD SPACE AS PUBLIC SPACE

11:00 AM | Thousand Cranes

Streets are a large portion of the publicly owned land in cities. In the city of Los Angeles for example, 20 percent of all land is dedicated to streets, alleys and parking – largely to accommodate rapid automobile travel and automobile storage. In comparison, some areas of Los Angeles have only five percent of land dedicated to parks and open space, expressly public space for people. To address this type of inequity, some cities are implementing projects that re-purpose road space from exclusive car use to allow multiple uses for people. The panelists in this session will showcase some of these projects in Los Angeles, New York City and Boston. The presentations collectively will highlight the range of options and treatments available to different cities for re-purposing road space. In addition to the specific treatment, the presentations will highlight the institutional steps required in order to implement projects in local contexts.

### Speakers:

**Eran Ben-Joseph** - Head of City Design and Development Program, Massachusetts Institute of Technology

**Mark Plotz** - Conference Director, Pro Walk/Pro Bike

**Valerie Watson** - Urban Designer, Melendrez Associates; Board of Directors, Downtown LA Neighborhood Council

### Moderator:

**Anastasia Loukaitou-Sideris** - Assistant Dean, Luskin School of Public Affairs

## LUNCH KEYNOTE ADDRESS

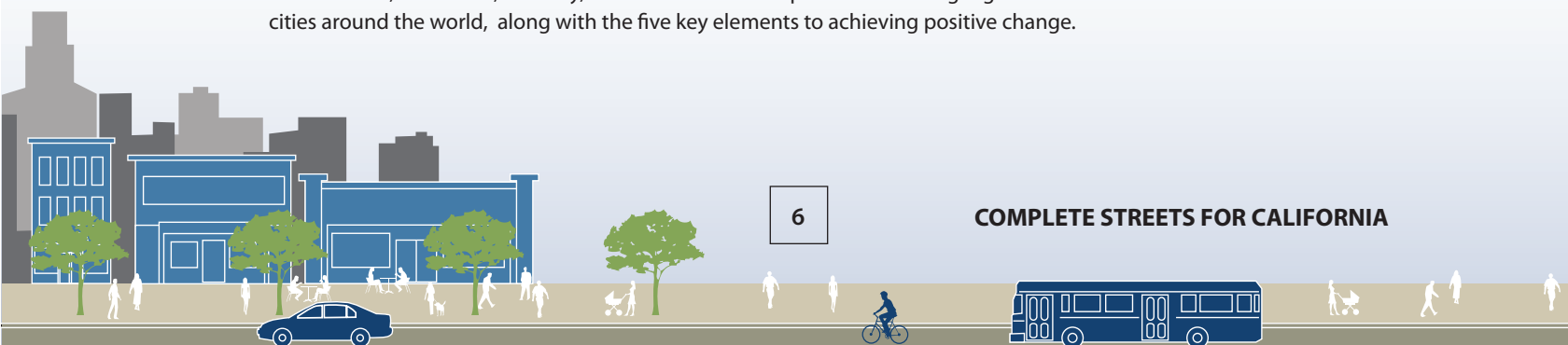
1:00 PM | Golden Ballroom

**Recognition of Sponsors and Committee Members:** Allison Yoh - Associate Director UCLA Lewis Center; Associate Director, UCLA Institute of Transportation Studies

**Introduction of Keynote:** Ryan Snyder- President, Ryan Snyder Associates

**Keynote Address:** Gil Penalosa - Executive Director, 8-80 Cities

Mr. Penalosa will discuss the benefits of transforming cities into places where people can walk, bike, access transit and visit vibrant parks and public places, no matter their age, ability, or social status. Mr. Penalosa will provide concrete examples of the benefits of putting people first when planning our cities from the point of view of public health, environment, recreation, mobility, and economic development. He will highlight the most innovative case studies from cities around the world, along with the five key elements to achieving positive change.



**EQUITY CONSIDERATIONS: COMPLETE STREETS FOR WHOM?**

2:00 PM | Four Seasons

Transportation issues were integral to the civil rights movement, and today, equity in transportation policy continues to be a pressing civil and human rights issue. At a time of high unemployment and income inequality, transportation policy has the potential to expand economic opportunity for low-income Americans. Complete streets efforts specifically can provide underrepresented workers with greater—and safer—access and mobility. As policymakers discuss important issues such as how to prioritize investments in public transportation and infrastructure, these conversations should include the needs of communities of color, low-income people, seniors, people with disabilities, and other stakeholders. This panel will frame the role of complete streets in making cities just and will identify opportunities to do so, by involving communities that often are not included in transportation policy.

**Speakers:**

**Tom Sanchez** - Professor and Chair, Urban Affairs and Planning, Virginia Tech

**Sunyoung Yang** - Senior Organizer and Researcher, Labor/Community Strategy Center, Bus Riders Union

**Jackie Douglas** - Director, LivableStreets Alliance

**Moderator:**

**Tim Higgins** - Associate Director, UCLA cityLAB

**MORE THAN MOBILITY: PEOPLE, PROVISIONS & POLLUTION CONTROL**2:00 PM  
Thousand Cranes

The design of new transportation facilities can, and in many cases is mandated to, meet complete streets policies and guidelines. However, policies such as the California Complete Streets Act (AB1358) do not fully address how to incorporate environmental and social considerations within transportation plans. This session will take a step forward by addressing how to include environmental and social considerations into transportation and streetscape improvement projects. Using model projects, the panelists will discuss interactively with the audience what elements, such as food trucks and storm-water capture practices, are important for social interaction and environmental sustainability. Panelists will highlight techniques to achieving successful projects and vibrant communities.

**Speakers:**

**Renia Ehrenfeucht** - Associate Professor, Planning and Urban Studies, University of New Orleans

**Gabriella Juarez** - City Planner, Department of City Planning, City of Los Angeles

**Pat Smith** - Landscape Architect, Patricia Smith

**Moderator:**

**Stephanie Landregan** - Director, UCLA Extension Landscape Architecture

**LOCAL IMPLICATIONS AND LOOKING AHEAD**

3:30 PM | Golden Ballroom

The closing panel will discuss the critical role of local jurisdictions and county transportation authorities in promoting, funding and implementing complete streets. This includes how short and long term planning and policy change can help create vibrant and healthy communities; highlight success stories in funding and implementing complete streets; and describe why collaboration is critical to winning allies and overcoming political barriers.

**Speakers:**

**Jose Luis Moscovich** - Executive Director, San Francisco County Transportation Authority

**Marlen Garcia** - Councilmember, City of Baldwin Park

**Alan Bell** - Deputy Director, Department of City Planning, Los Angeles

**Moderator:**

**Jean Armbruster** - Director, PLACE Program, Los Angeles County Department of Public Health

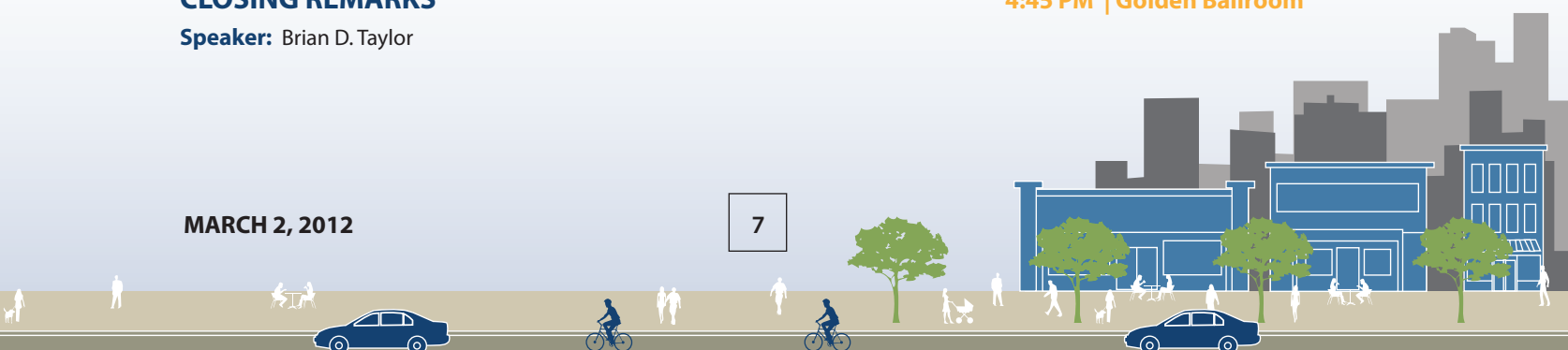
**CLOSING REMARKS**

4:45 PM | Golden Ballroom

**Speaker:** Brian D. Taylor

MARCH 2, 2012

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# SPEAKERS



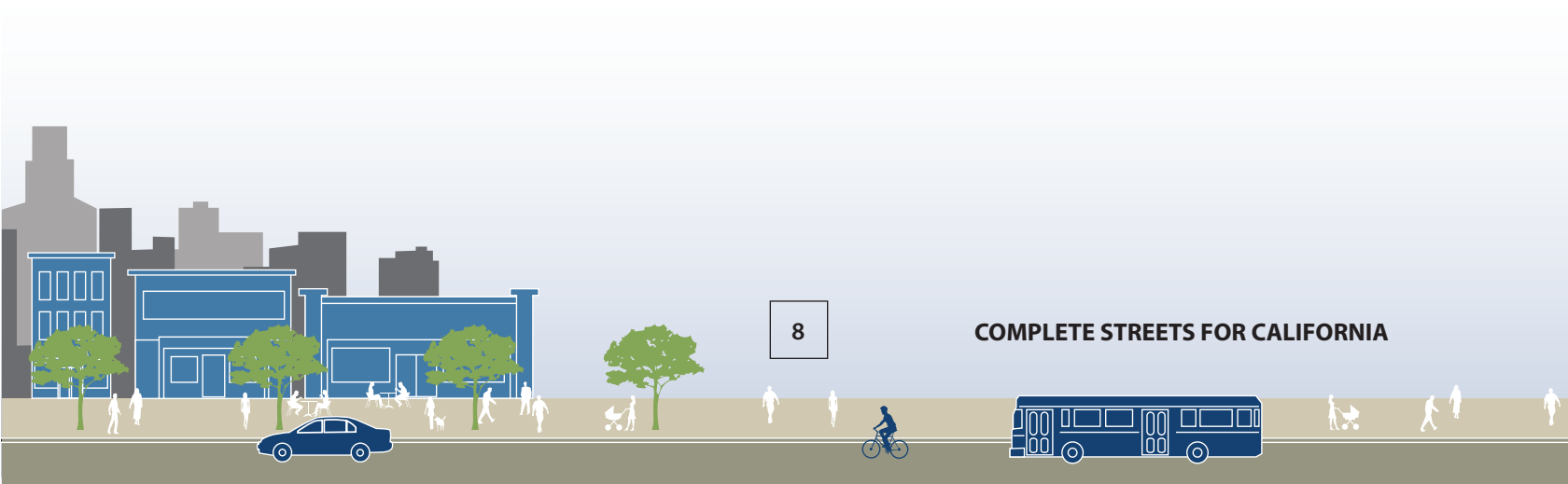
**Jean Armbruster**, MA, is the Director of the PLACE Program (Policies from Livable, Active Communities and Environments) at the Los Angeles County Department of Public Health. The program's mission is to foster policy change that supports the development of safe, healthy, active environments for all Los Angeles County residents. PLACE makes grants and provides technical assistance to cities and communities to promote the development of policies such as bicycle and pedestrian master plans, complete streets, and safe routes to schools plans. Ms. Armbruster received her undergraduate degree from Colorado College and her Master of Arts from California State University, Long Beach. She loves hiking and walking her dog in the Santa Monica Mountains.



**Alan Bell**, AICP, is currently the Deputy Director for the City of Los Angeles's Department of City Planning. Prior to this role, Mr. Bell was the Senior City Planner in the Department of City Planning's Office of Zoning Administration, where he managed the code studies, case management, zoning investigations, and revocations units. Previously, he was a case manager assisting customers with complex entitlements. For ten years he worked on amendments to the municipal planning and zoning code. He was the Project Manager for the Adaptive Reuse Ordinance (ARO) that has facilitated the development of thousands of new lofts citywide since its initial adoption in 1999. In addition to the ARO, he has authored other code amendments that provide incentives for historic preservation and residential construction along commercial corridors. He was a staff planner on the Los Angeles General Plan Framework, a citywide strategy for managing the city's long-range growth in population, housing and jobs. The Framework provides policy direction for the City's 35 community plans and such citywide elements as Air Quality, Housing, and Transportation. Alan Bell has a master's degree in urban planning from UCLA.



**Eran Ben-Joseph** is the head of the Joint Program in City Design and Development at the Massachusetts Institute of Technology. His research and teaching areas include urban and physical design, standards and regulations, sustainable site planning technologies and urban retrofitting. He published numerous articles, monographs, book chapters and authored and co-authored the books *Streets and the Shaping of Towns and Cities*, *Regulating Place: Standards and the Shaping of Urban America*, *The Code of the City*, *RENEW Town* and *ReThinking a Lot*. Eran worked as a city planner, urban designer and landscape architect in Europe, Asia, the Middle East and the United States on projects including new towns and residential developments, streetscapes, stream restorations, and parks and recreation planning. He has led national and international multi-disciplinary projects in Singapore, Barcelona, Santiago, Tokyo and Washington DC among other places. Eran is the recipient of the Wade Award for his work on Representation of Places – a collaboration project with MIT Media Lab and the Milka Bliznakov Prize for his historical work on Pioneering Women of Landscape Architecture. He holds degrees from the University of California at Berkeley and Chiba National University of Japan.







**Madeline Brozen** is the Program Director of the UCLA Complete Streets Initiative. Her background is in transportation planning, non-motorized transportation, GIS and applied research. Prior to working with the Complete Streets Initiative, Madeline worked for the NASA DEVELOP Program performing applied earth science research at the Jet Propulsion Laboratory in Pasadena and Stennis Space Center, outside of New Orleans. During her time in Los Angeles, Madeline worked for Ryan Snyder Associates as an assistant transportation planner on Safe Routes to School and Bicycle/Pedestrian Master plans. Madeline is a long time cyclist and public transit user and her interest in complete streets projects and policy stems from her love of having a variety of transportation options available.

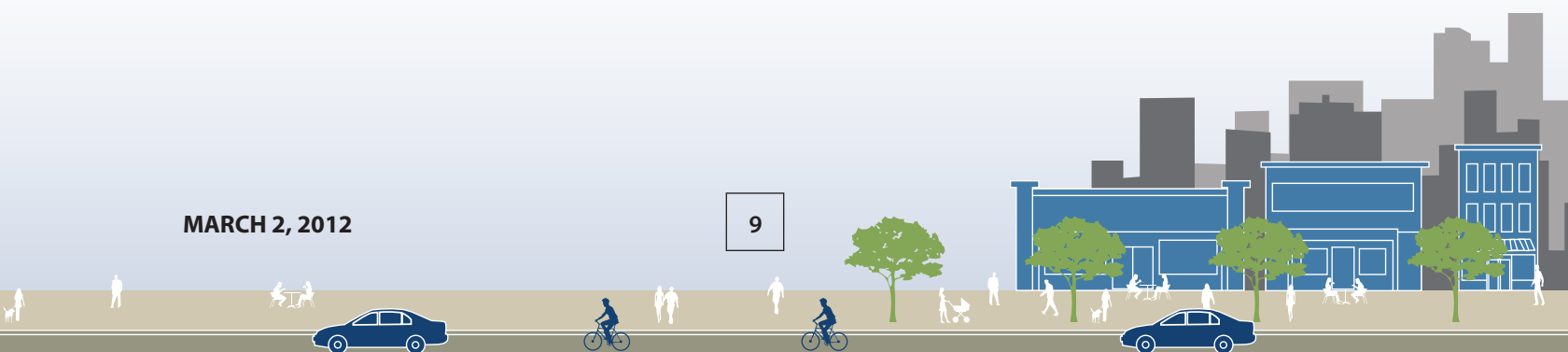
Madeline holds a M.A in Urban Planning from UCLA, where she focused on transportation planning. She also holds a B.S in Urban Studies from the University of New Orleans where she focused on GIS and Remote Sensing. Madeline is a two-time scholarship winner from WTS-LA. She also received the Outstanding Student Award from the University of New Orleans and an award for Service to the Community from the UCLA Urban Planning Faculty.



**Tilly Chang** serves as the Deputy Director for Planning at the San Francisco County Transportation Authority. The Authority administers the Prop K local transportation sales tax and is also serves as the Congestion Management Agency (CMA) for San Francisco. In her post, Tilly oversees a multi-modal transportation planning program that includes development of the city's 25-year long-range transportation blueprint, called the San Francisco Transportation Plan, and the city's Congestion Management Program. She spearheads several policy and planning efforts including congestion pricing initiatives, multiple neighborhood, station and corridor planning studies, and the development of San Francisco's first full-featured BRT projects. Tilly previously worked as a Transport Officer at the World Bank, developing urban transportation projects in East Asia. She has also worked in the tech sector and at the Metropolitan Transportation Commission. She holds an M.S. in Transportation from M.I.T. and an undergraduate degree in Economics with a minor in City Planning from U.C. Berkeley.



**Jackie Douglas** is the Director of LivableStreets Alliance. LivableStreets promotes safe, convenient, and affordable transportation for all users in Urban Boston to make communities more connected and livable. In 2011, Jackie was awarded Advocate of the Year by the National Alliance for Biking & Walking for her work. Douglas challenges people to think differently and to demand a system that better balances transit, walking, and biking with automobiles. Since 2004, LivableStreets has quickly evolved from an idea to an influential voice for multi-modal transportation improvements by inspiring a vision, building partnerships, empowering communities, and creating change on the street. Jackie's background is in child development, cultural studies, and communications. When she was a child, she lived in the Netherlands, where she and her family bicycled everywhere. She spent a year abroad in the UK, Tanzania, India, New Zealand, and Mexico through the International Honors Program 'Rethinking Globalization' program.





**Renia Ehrenfeucht** is an Associate Professor in the Planning and Urban Studies Department at the University of New Orleans. Professor Ehrenfeucht’s research examines urban public life and public spaces, with a focus on how urban streets and sidewalks can accommodate different and often conflicting uses. Her work integrates the social dimensions of public space, the built environment, and the role of the municipal government. Her second area of research is urban planning in cities that face sustained population loss or shrinking cities. She considers how urban residents and city agencies address vacant land and blighted property. She also seeks to understand how residents experience depopulation and what affects their decisions to stay or leave. She previously worked as a land use planner in Washington State.

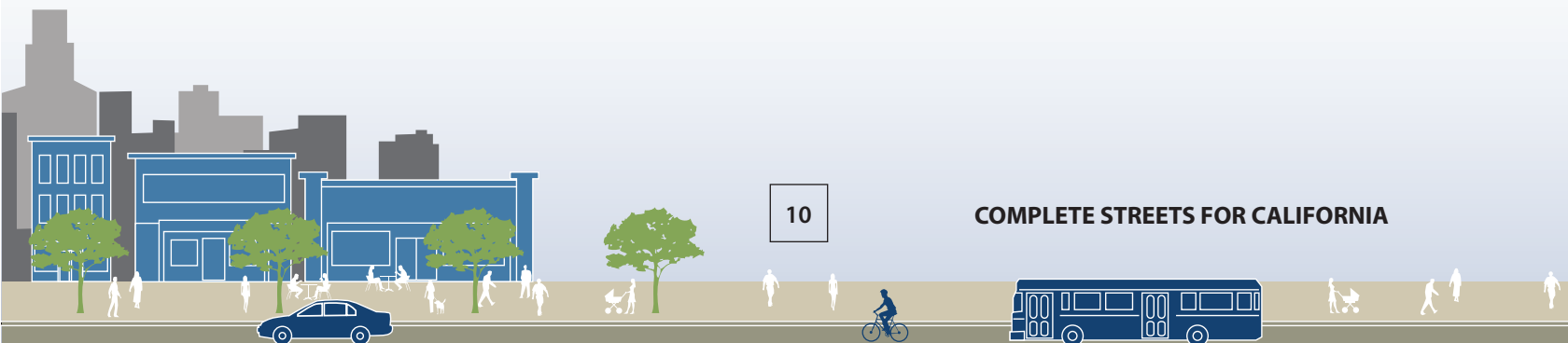


**Reid Ewing**, Ph.D., is a Professor of City and Metropolitan Planning at the University of Utah, associate editor of the Journal of the American Planning Association, columnist for Planning magazine, and Fellow of the Urban Land Institute. Earlier in his career, he was director of the Voorhees Transportation Center at Rutgers University and research professor at the National Center for Smart Growth. He served two terms in the Arizona legislature and worked on urban policy issues at the Congressional Budget Office. He holds masters degrees in Engineering and City Planning from Harvard University, and a Ph.D. in Urban Planning and Transportation Systems from the Massachusetts Institute of Technology.

His 2010 article on “Travel and Built Environment: A Meta-Analysis” won the Best Article of the Year award from the American Planning Association (APA). His study of sprawl and obesity, sponsored by the Robert Wood Johnson Foundation, received more national media coverage than any planning study before or since, reaching an estimated 41 million Americans. It was the most widely cited academic paper in the Social Sciences as of late 2005, according to Essential Science Indicators. His book for the American Planning Association, *Best Development Practices*, is listed by APA as one of the 100 essential planning books in the past 100 years. His 1997 article on “Is Los Angeles-Style Sprawl Desirable?” is listed by APA as a Classic Article in urban planning.



**Jonathan Fielding** is a Professor of Health Services and Pediatrics and Co-Director of the UCLA Center for Healthier Children, Families and Communities. Dr. Fielding serves as Director of Public Health and Health Officer for Los Angeles County where he is responsible for the full range of public health activities for ten million county residents. He received both his M.D., M.A. (History of Science) and M.P.H. from Harvard University, and his M.B.A. from the Wharton School of Business Administration. His areas of expertise include the development of clinical preventive services guidelines, prevention economics and financing, and health promotion for children, adults and families in community, clinical and occupational settings. He formerly served as the Founding Board Member, Chairman of the Board and member of the Executive Committee of The California Wellness Foundation, the largest U.S. Foundation devoted to disease prevention and health promotion, and is among the 50 largest U.S. Foundations Task Force. He is immediate past President of the American College of Preventive Medicine. Dr. Fielding’s awards include the Porter Prize, given for his national impact on improving the lives of Americans; and membership in the National Academy of Sciences Institute of Medicine.





**Regina Freer** is a Professor in the Politics department at Occidental College in Los Angeles. Her research and teaching interests include race and politics, demographic change, urban politics, and the intersection of all three in Los Angeles in particular. Her published work includes “Black, Brown, Young and Together,” (co-authored with Claudia Sandoval) a chapter in the 2011 Russell Sage volume *Just Neighbors: Research on African American and Latino Relations in the United States*, and two co-authored chapters (with Melina Abdullah) on Black womanist leadership in the volumes, *Black Los Angeles: American Dreams and Racial Realities* (2010) and *Racial and Ethnic Politics in California* (2008). She is also co-author of the University of California Press book, *The Next Los Angeles: The Struggle for a Livable City* (2006), a work that examines connections between historical and contemporary progressive social justice organizing in Los Angeles. She authored “L.A. Race Woman: Charlotta Bass and the Complexities of Black Political Development in Los Angeles” in *American Quarterly* and “Black Korean Conflict,” a chapter in the edited volume *The Los Angeles Riots*.

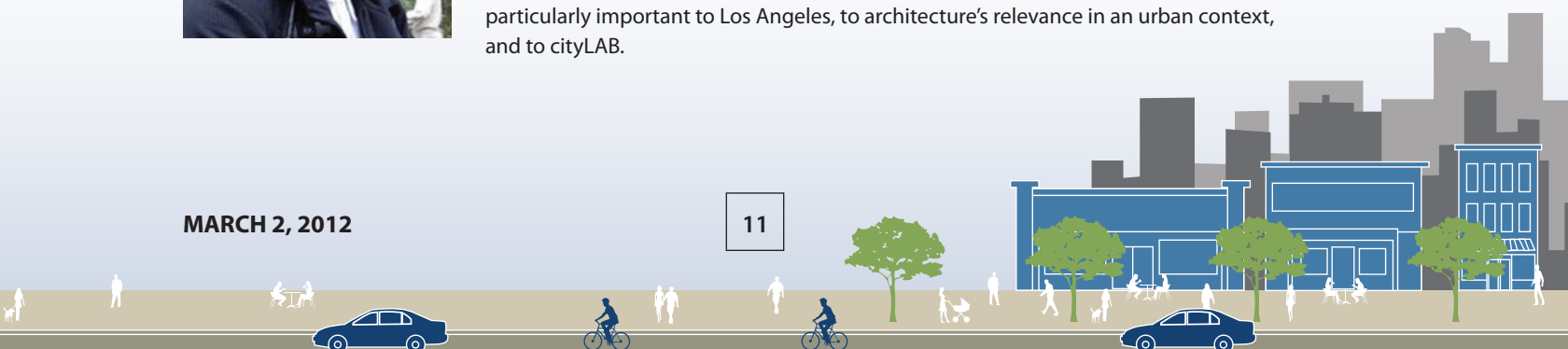
She is a member of the Liberty Hill Foundation’s Community Funding Board and serves on the board of the Loyola Law School’s Center for Juvenile Law and Policy. Mayor Antonio Villaraigosa recently reappointed her to a third term on the Los Angeles City Planning Commission and she currently serves as Vice President of this body.



**Marlen Garcia** has been a member of the Baldwin Park City Council since November 1999. She has the distinction of being the first Latina elected to the Baldwin Park City Council. She currently serves on the County of Los Angeles Public Health RENEW/TRUST Leadership Team to provide high level direction and support for tobacco control and prevention (Project TRUST), and nutrition and physical activity promotion and obesity prevention (Project RENEW). Marlen has been closely involved in many monumental projects and policies in Baldwin Park including the building of the Baldwin Park Teen Center, City of Baldwin Park’s People on the Move Collaborative, and the smoking ban at all public parks and city facilities. As a manager with Kaiser Permanente, Baldwin Park Medical Center, Marlen recently achieved 28 years of service to the organization and was selected by Kaiser Permanente to be the recipient of the 1999 and 2001 YWCA Woman of Achievement for her outstanding contributions to Kaiser Permanente and the communities they serve. Marlen is currently a member of the League of California Cities Healthy Eating Active Living (HEAL) Campaign for California Cities Advisory Committee, Board Member of the Independent Cities Association (Los Angeles County), past Board Member of Access Services (Los Angeles County), Notary Public Commission for the State of California, member of the National Association of Latino Elected Officials (NALEO) and the League of California Cities Latino Caucus.



**Tim Higgins** is the Associates Director and Researchers at cityLAB within the UCLA School of Architecture and Urban Design. He is an architect by training, via Princeton and SCIArc, and an urban designer and community planner by practice. Previous to joining cityLAB, he was Associate Director of the Florida Planning and Development Lab. Higgins’ own research interest—concerning the cultural aspects of neighborhood change, planning and design for environmental hazards, urban mobility and transportation, and new forms of spatial data representation— have been funded by various federal and state agencies and foundations. Each of his research areas is particularly important to Los Angeles, to architecture’s relevance in an urban context, and to cityLAB.



# SPEAKERS

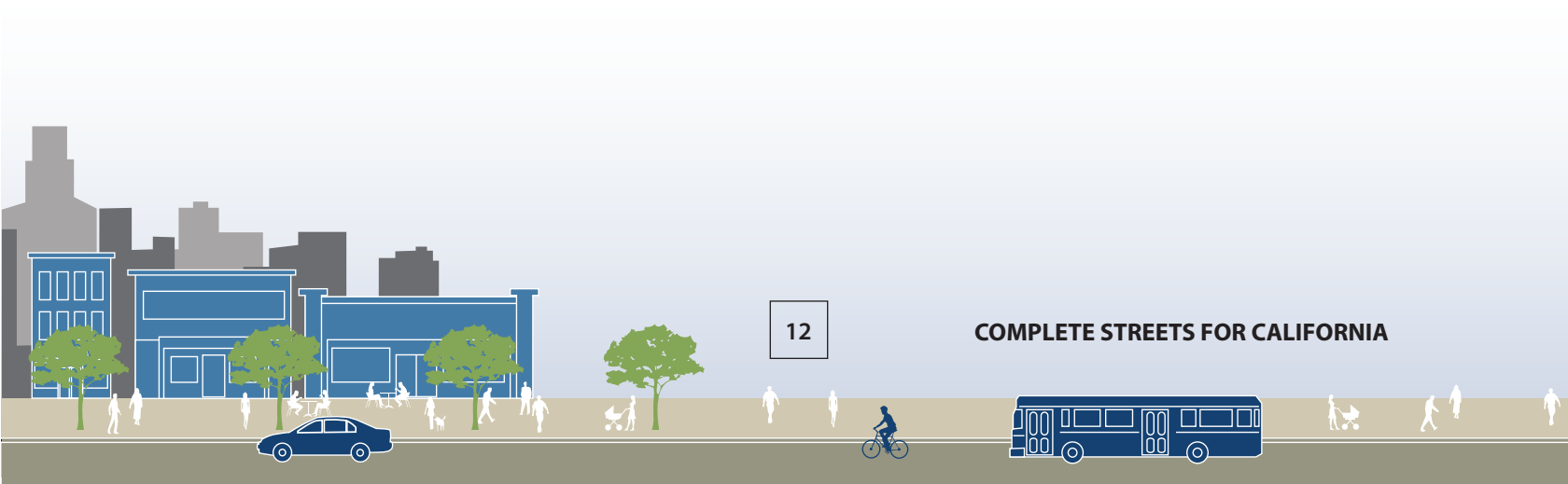


**Gabriella Juarez** is assigned to the Code Studies Unit in the Office of the Zoning Administrator of the Department of City Planning for the City of Los Angeles. Her current role in city planning deals primarily with conducting studies on the Los Angeles Municipal Code. These studies range broadly in scope: from assessing improvements for streamlining entitlement process to creating new policy and development regulations to incorporating new legislation that trickle down from Federal and State levels. In the five years she has been with the Department, she has also worked on day-to-day case processing and design review to long range planning such as community plan updates for West Adams – Baldwin Hills – Leimert Community Plan in the South Los Angeles area and intermediate projects like the Northeast Los Angeles Zone Change work program. Prior to working for the City of Los Angeles, she worked for various planning and land use organizations and companies including non-profits and expediting consultants. She attended the University of California, San Diego where she received her Bachelor of Arts in Ethnic Studies with an emphasis in Urban Planning and the University of California, Los Angeles where she received her Master of Arts in Urban Planning with her concentration in Transportation and Land Use.

She currently serves on the Los Angeles Section of the APA Board as Awards Co-Chair. Previously, Ms. Juárez served as Programs Chair on the Los Angeles Board from 2007-2009.



**Stephanie Landregan** is the Director for the Landscape Architecture Program at UCLA Extension since August 2008. For the previous 9 years she served as the Chief Landscape Architect for the Mountains Recreation and Conservation Authority where she designed public access to open space in Los Angeles and Ventura Counties. She has been featured in Landscape Architecture magazine in April 2008 in an article on Paths to Becoming a Landscape Architect, and in April 2002 for the final design and construction of the Augustus F. Hawkins Natural Park in South Central Los Angeles, which won national and international attention. Ms. Landregan's project, Vista Hermosa Park in downtown Los Angeles, was featured in Landscape Architecture Magazine. Stephanie has been active in the American Society of Landscape Architects (ASLA) for the last 14 years. She graduated from the University of Kentucky in Arts and is a graduate of the UCLA Extension Certificate Program in landscape architecture. Stephanie was appointed by the Speaker of the Assembly to serve on the California regulatory committee, the Landscape Architects Technical Committee (LATC), serving within the last 7 years stints as both chair and vice chair. Ms. Landregan is currently serving as the Region V Director of the Council of Landscape Architectural Registration Boards (CLARB). She is a Historic Preservation Commissioner for the City of Glendale, California, and was recently elected chair. Stephanie is a registered licensed landscape architect and a LEED Accredited Professional.





**Alexis Lantz** is Planning and Policy Director for the Los Angeles County Bicycle Coalition (LACBC). At LACBC she works to improve and increase the amount of bicycle supportive policies, funding, and infrastructure in the many cities that make up Los Angeles County to achieve the coalition's mission of building a better, bike-able Los Angeles County. Her work includes conducting the first bicycle and pedestrian count for the City of Los Angeles, shaping the policies and programs in the City of Los Angeles' Bicycle Plan to require accountability and ensure implementation, and creating LACBC's Regional Partnership, which fosters local bicycle advocacy groups around the county. Alexis holds an M.A. in Urban Planning from UCLA. As a Fellowship recipient of the Los Angeles Sustainability Collaborative, she authored the report "Cycling in Los Angeles" as her applied graduate research project. While at UCLA she initiated a student-led course on bicycle and pedestrian planning that continues today. She is also a board member of the California Bicycle Coalition and on the steering committee for Los Angeles Walks.

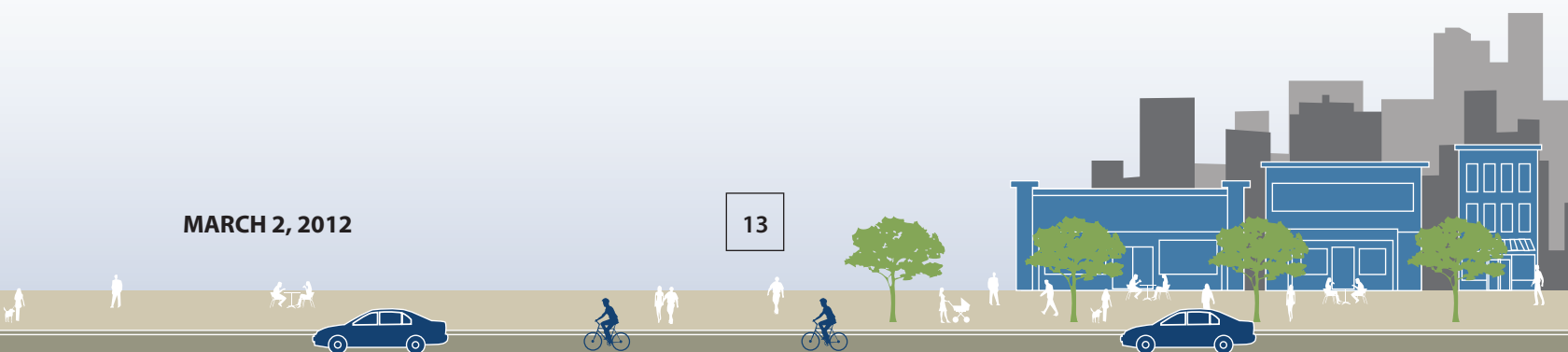


**Anastasia Loukaitou-Sideris** is the Assistant Dean of the Luskin School of Public Affairs and a Professor in the Department of Urban Planning at UCLA. Her research focuses on the public environment of the city, its physical representation, aesthetics, social meaning and impact on the urban resident. Her work seeks to integrate social and physical issues in urban planning and architecture. An underlying theme of her work is its "user focus"; that is, she seeks to analyze and understand the built environment from the perspective of those who live and work there.

Recent and ongoing projects, funded in part by the U.S. and California Departments of Transportation, the Haynes Foundation and the Mineta Transportation Institute, include: an examination of the privatization of public open space in major American downtown areas to document the effects of redevelopment on their built form and social context; documentation of varying patterns of use of neighborhood parks among different ethnic groups; proposals for the physical and economic retrofit of blighted inner city commercial corridors, examination of the impacts of new rail transit lines, creation of guidelines for the development of transit station neighborhoods; and studies of transit security.



**Ronald T. Milam**, AICP, PTP is a Principal with Fehr & Peers located in the Roseville, California office. He is actively involved in a wide variety of project work but has also found time to co-lead the firm's research and development efforts, teach a course for the Institute of Transportation Studies Technology Transfer program at U.C. Berkeley entitled "Managing Transportation and Land Use Interactions," and serve on the TRB Special Committee for Travel Forecasting Resources. Ron has an extensive background in travel demand model development and applications, traffic operations analysis, micro-simulation modeling, and transportation impact studies involving NEPA and CEQA. He has also published papers on a wide variety of transportation planning and traffic engineering topics and received recognition for his work that includes the Institute of Transportation Engineer's (ITE) National Past President's Award and best paper honors at the Transportation Research Board (TRB) Conference on Planning Applications.



# SPEAKERS



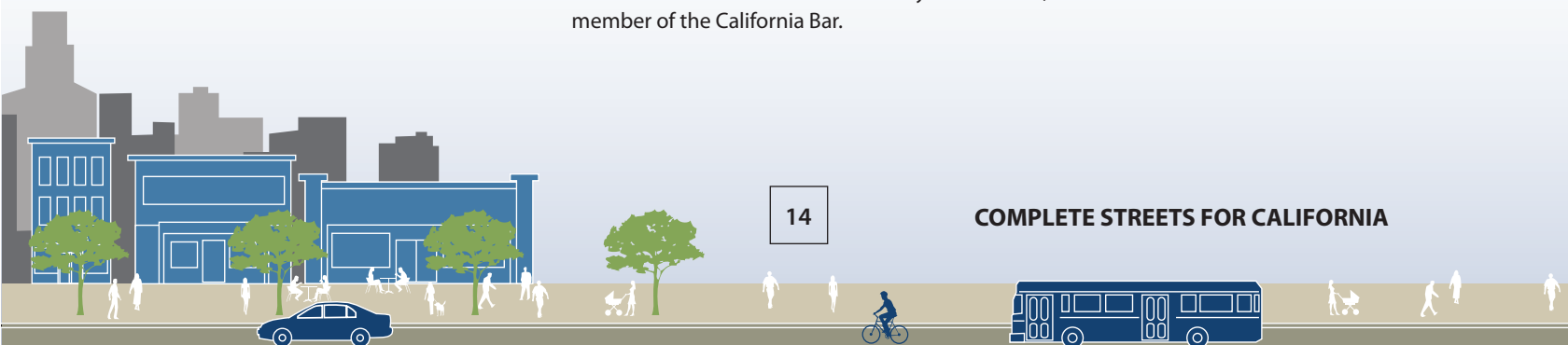
**José Luis Moscovich** has nearly thirty years' experience in transportation planning and engineering. As Executive Director of the San Francisco County Transportation Authority, he spearheaded the development of the 30-year Countywide Transportation Plan in 2004 and the reauthorization of the local transportation sales tax in 2003. Under his leadership, the Authority developed a nationally known activity-based travel demand model; prepared a 30-year Strategic Plan; completed the award-winning Octavia Boulevard project; initiated studies for BRT projects, parking pricing, and congestion charging; and spearheaded the Presidio Parkway project. He holds a degree in Urban Planning from the University of Illinois in Champaign-Urbana, and a master's degree in Transportation Engineering from the University of California at Berkeley. When not thinking about transportation and urban issues, he's usually conducting operas. He has two commercially released CDs including a new opera which received a GRAMMY nomination for Best Contemporary Classical Composition in 2005.



**Michael Moule**, Principal, Nelson/Nygaard, has over 18 years of progressive traffic and transportation engineering experience, including traffic calming, conceptual design for "Complete Streets," and planning improved bicycle and pedestrian facilities. His projects accommodate all modes of transportation in order to help cities and states meet their mobility, economic development, safety, and quality of life goals. He has significant innovative design experience and specializes in improving conditions for non-motorized users without degrading motor vehicle capacity. Michael routinely leads community planning processes and training sessions to give citizens the basic skills they need to develop and review street design solutions. He began his career in the public sector, serving in several capacities at the Oregon Department of Transportation, and then serving as the City Traffic Engineer for Asheville, North Carolina. Since 2002, he has worked as a consultant, assisting public agencies in transforming streets to work for all transportation modes while enhancing the livability of the surrounding communities. Michael holds a Bachelors Degree in Civil Engineering from Princeton University. He is a registered professional civil engineer and traffic engineer in California.



**Andrew Oelz**, Counsel, Akin Gump Strasuss Hauer & Feld LLP, counsels clients on all aspects of land use and environmental laws, including permitting, entitlements and environmental review for complex government and commercial projects. His experience extends to issues involving federal, state and local environmental protection laws, including the California Environmental Quality Act (CEQA), National Environmental Policy Act, Global Warming Solutions Act (AB 32), among others. Mr. Oelz also represents clients, from large corporations to local agencies, in litigation before both federal and state courts. He advised the city of Los Angeles on state law matters related to its long-range master plan to modernize and upgrade Los Angeles International Airport, then defended the city from CEQA actions challenging the final plan. Mr. Oelz represents his clients in a variety of contexts, including writ of mandate proceedings, civil rights enforcement (42 U.S.C. § 1983), multiparty toxic tort, Proposition 65 enforcement and actions under the Racketeer Influenced and Corrupt Organizations Act (RICO). Andrew received his B.A. cum laude in environmental studies from the University of Vermont in 1994, graduating Phi Beta Kappa. He received his J.D. cum laude in 2001 from the University of California, Davis School of Law. Mr. Oelz is a member of the California Bar.





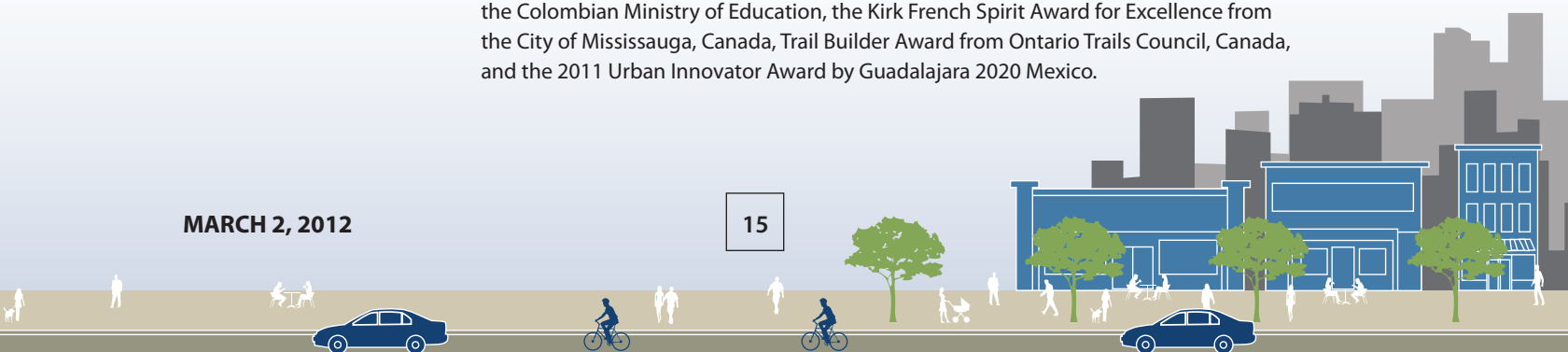
**Timothy Papandreou** is currently Deputy Director of Sustainable Streets-Strategic Planning & Policy for the San Francisco Municipal Transportation Agency. He has worked for public and private agencies in the transportation and land-use planning field for over 15 years both in the US and Australia. Timothy The SFMTA is responsible for managing the modes of transportation (including parking and street enforcement) in the City. Timothy oversees a team of 30 staff to develop and implement the agency's economically competitive, sustainable mobility goals through integrated, multi-modal (bicycle, walking, transit, car-sharing, parking and taxi) transportation plans, street design projects, and policies and programs to reduce private auto trips. As a sustainable mobility expert, Timothy represents the agency on several bodies including the California Transit Association, National Association of City Transportation Officials, American Public Transportation Association, and Transportation Research Board, the Asia Pacific Economic Cooperation and several international city and transport organizations. Timothy has an undergraduate degree in urban and regional planning from the Royal Melbourne Institute of Technology and master's in Urban Planning from the University of California, Los Angeles. Timothy leads by example and bikes the talk. He lived in Los Angeles car-free for nearly 9 years using transit, his bicycle and occasional car rentals, and is car free in San Francisco.



**Gil Penalosa**, internationally renowned liveable city advisor and social marketing strategist, is passionate about cities for people. Gil advises decision makers and communities on how to create vibrant and healthy cities for all: from 8 to 80 years old. His focus is the design and use of parks and streets as great public places, as well as on walking and cycling for recreation and transportation. As Executive Director of the Canadian non-profit organization 8-80 Cities for the past five years, Gil's tireless commitment to fostering healthy communities has remained front and center. Because of his unique blend of pragmatism and passion, Gil's leadership and advice has been sought out by many cities and organizations in North America and around the world.

Gil's inspirational presentations draw on his work with the 8-80 Cities as well as earlier experience and successes in both the private and public sector. As former Commissioner of Parks, Sport and Recreation for the City of Bogotá, Colombia Gil successfully led the design and development of over 200 parks of which Simón Bolívar, a 360 hectare park is the best known; here they created the Summer Festival, with over 100 events in 10 days and more than 3 million people attending making it the main recreational and cultural event in the country. Gil's team also initiated the "new Ciclovía"—car-free Sundays—today an internationally recognized program which sees over 1 million people walk, run, skate and bike along 121 kilometers of Bogotá's city roads every week. He has provided ideas and inspiration for the creation of many similar Open Street programs in North America.

Gil also works as Senior Consultant for the renowned Danish firm Gehl Architects. He serves on the Boards of Directors of City Parks Alliance, USA, and as Senior Advisor to Velo-City Vancouver 2012, America Walks, the International Sport and Culture Association ISCA, StreetFilms in NYC and ParticipACTION Canada. Gil holds an MBA from UCLA's Anderson School of Management, where he recently was selected as one of the "Most Inspirational Alumni" in the school's history. Gil's professional achievements have also been recognized through several awards including the medal of High Honour from the Colombian Ministry of Education, the Kirk French Spirit Award for Excellence from the City of Mississauga, Canada, Trail Builder Award from Ontario Trails Council, Canada, and the 2011 Urban Innovator Award by Guadalajara 2020 Mexico.



# SPEAKERS



**Mark Plotz** is the Conference Director for Pro Walk/Pro Bike and formerly the Program Director of the National Center for Bicycling & Walking, which became part of Project for Public Spaces in 2011. Mark brings nearly a decade of experience in bicycle and pedestrian planning and advocacy to PPS: he has extensive experience in Safe Routes to School and complete streets planning, much of it gained working in the car-dependant southeastern United States. Mark began his career as an apprentice to Charlie Gandy, Peter Lagerway, Dan Burden, Bill Wilkinson, and others for the Walkable Community Workshop program. These half-day community workshops bring neighborhood residents and youth into contact with planners, engineers, and public health practitioners to reimagine their neighborhood as a bike-friendly, walkable place. The dozens of Walkable Community Workshops Mark has facilitated have won sidewalks, bike lanes, better crosswalks, and more inclusive transportation planning for communities in all parts of the county.

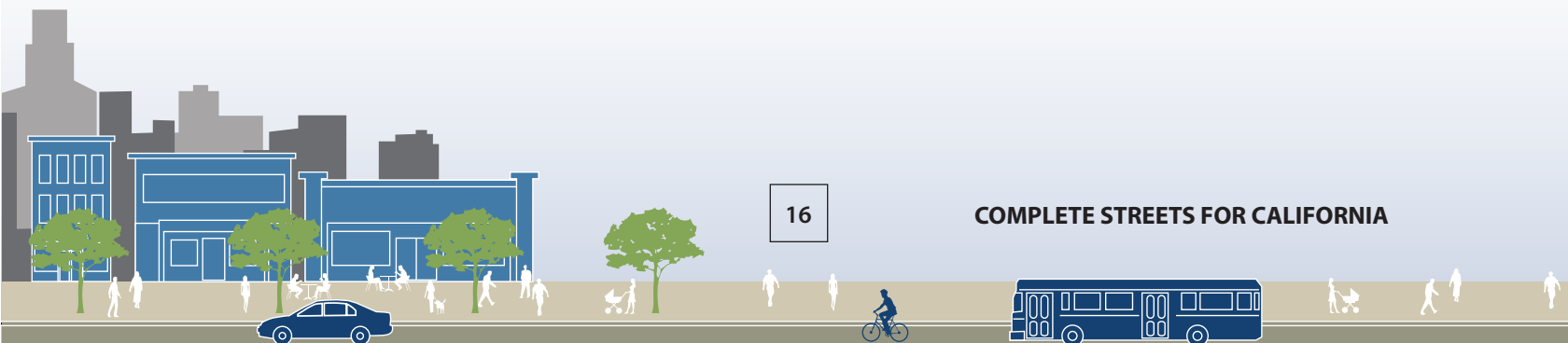
Mark works in the District of Columbia, where he is a year-round bicycle commuter, in addition to being a bike share member and cyclocross racer. He lives in the Mount Pleasant neighborhood on what he claims is the best street in DC—Mt. Pleasant Street NW—because drivers yield to pedestrians in the crosswalks. Mark served two years in AmeriCorps, first in Minnesota and later in the southeastern United States.



**Tom Sanchez** earned his PhD in City Planning from Georgia Tech in 1996 and has since taught at Iowa State University, Portland State University, and the University of Utah, before becoming professor and chair of the Urban Affairs and Planning program at Virginia Tech. Mr. Sanchez conducts research in the areas of transportation, environmental justice, technology, and the social aspects of planning and policy. Along with serving as chair Urban Affairs and Planning, he is editor of *Housing Policy Debate* and a nonresident senior fellow of the Brookings Institution. In 2007 he co-authored *The Right to Transportation: Moving to Equity* (American Planning Association) with Marc Brenman, and due out later in 2012 is *Governance and Equity: Planning as if People Mattered* (Island Press) also co-authored with Marc Brenman.



**Pat Smith** has been practicing as a planner, urban designer and landscape architect for 32 years, including 19 years at Patricia Smith, ASLA, AICP. She is a licensed Landscape Architect, Certified Planner and Certified Arborist. Pat has prepared a variety of street and streetscape master plans and design plans, as well as construction documents for streetscape improvements. Past projects include Downtown Los Angeles Street Standards, Downtown Los Angeles Design Standards and Guidelines, Santa Monica Boulevard Master Plan and landscape design plans, La Brea Avenue Streetscape Master Plan, Virgil Village Traffic Calming and Streetscape Plan, Warner Center Specific Plan, Eastside Access Improvements, Los Angeles Sports and Entertainment District Streetscape Plan, North Long Beach Street Improvement Master Plan, Mission Street Specific Plan and streetscape improvements for Mission St. and Orange Grove Ave. She has just embarked, with Fehr & Peers, on new citywide street standards and a street design manual for the City of Los Angeles.







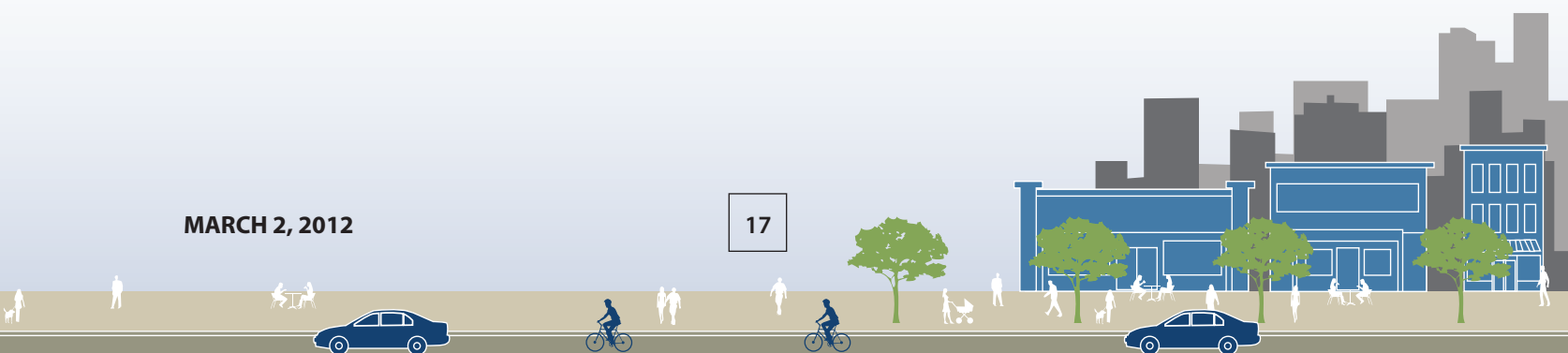
**Ryan Snyder** is the President of Ryan Snyder Associates, a transportation planning firm that prepares bicycle plans, pedestrian plans, trail plans, safe routes to school plans, transit plans and smart growth plans. He is coordinating development of a Model Street Manual for the County of Los Angeles Department of Public Health. He is a Federal Highways Administration Pedestrian Safety Design instructor, a Certified National Safe Routes to School instructor, and a National Sustainable Advisor Program instructor. Snyder teaches a class on Pedestrian and Bicycle Planning to graduate students in the UCLA Urban Planning Department. He is former Vice President of the Los Angeles Board of Transportation Commissioners. He holds an M.A. in Urban Planning and a B.A. in Economics from UCLA.



**Brian D. Taylor** AICP, is Professor of Urban Planning, Director of the Lewis Center for Regional Policy Studies, and Director of the Institute of Transportation Studies in the Luskin School of Public Affairs at UCLA. Professor Taylor's research centers on transportation policy and planning – most of it conducted in close collaboration with his students. His work explores how society pays for transportation systems and how these systems in turn serve the needs of people who – because of low income, disability, location, or age – have lower levels of mobility. Typically, his research examines travel behavior, transportation finance, and politics & planning. Professor Taylor's research on travel behavior includes but is not limited to: travel experience and cognitive mapping, cost-effective measures for increasing transit use, the effects of traffic congestion on people and firms. A principal focus on his research is the politics of transportation finance; including history of freeway planning and finance, emerging trends in pricing road use and equity in public transit finance. At UCLA, Professor Taylor teaches courses in transportation policy and planning and research design. Prior to coming to UCLA in 1994, he was a faculty member in the department of City and Regional Planning at the University of North Carolina at Chapel Hill, and before that a Transportation Analyst with the Metropolitan Transportation Commission in Oakland, California.



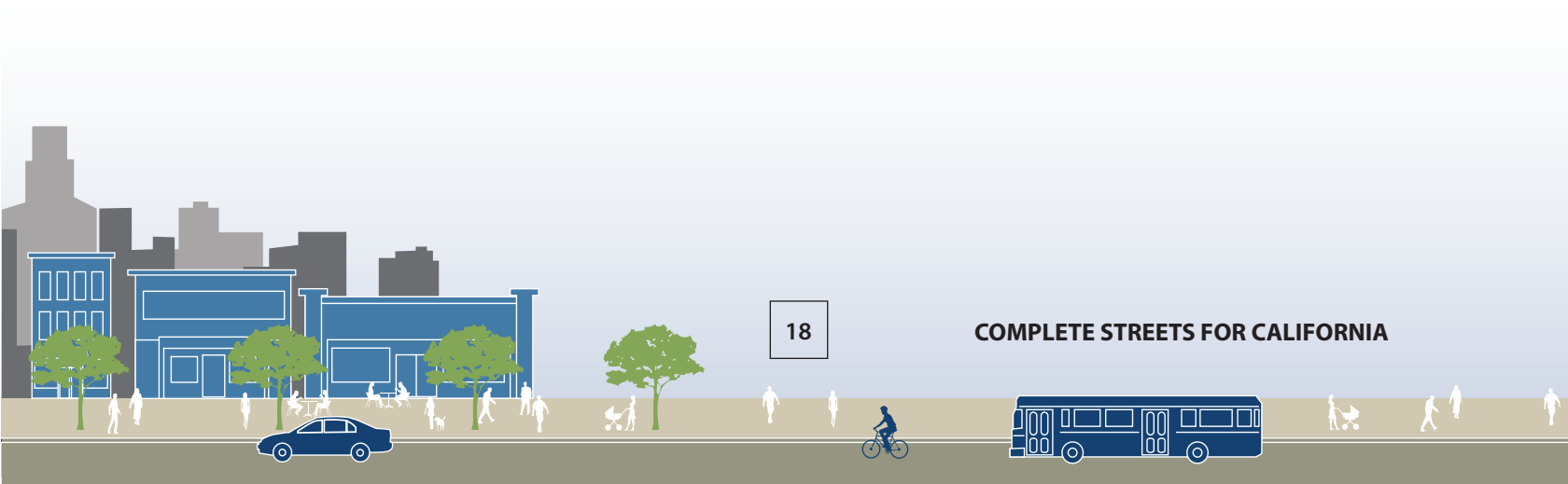
**Valerie Watson** currently works as an urban designer with Meléndrez, a Landscape Architecture, Planning, and Urban Design firm located in Los Angeles, on a variety of planning and urban design efforts. Extending her professional reach to her own neighborhood, Valerie was elected to the Board of Directors of the Downtown Los Angeles Neighborhood Council (DLANC). As a volunteer, elected representative, Valerie has convened a group of Downtown stakeholders, called the Complete Streets Working Group, to envision livable, balanced streets that are pedestrian, transit rider, business owner, and bicycle friendly. She and her fellow grassroots volunteers are implementing the City of LA's first pilot Parklets, repurposing metered parking spaces for mini-parks with seating, planting, and communal, public spaces. These pilot Parklets will help inform the development of a City-wide Parklet Program. The Complete Streets Working Group has also been integrally involved with the Los Angeles Department of Transportation on outreach to the public, as well as planning and design for Downtown's bike network, and played a vital role in the implementation of Downtown LA's first bike lane, a buffered, green painted lane on the burgeoning Historic Core's Spring Street, installed in 2011. [www.dlanc.com/completestreets](http://www.dlanc.com/completestreets)



# SPEAKERS



**Sunyoung Yang** is a Senior Organizer and Researcher with the Labor/Community Strategy Center (LCSC). She co-leads the Bus Riders Union, LCSC's transit justice organizing project, which over the last 18 years has fought to win over \$2.7 billion in bus improvements and built a grassroots base of over 3,000 Black, Latino, API and low income members who use public transit in Los Angeles. She also heads up the Clean Air Campaign that focuses on public health and climate justice research, education, and advocacy including winning the implementation of the Wilshire Bus-Only Lanes Project after 6 years of advocacy campaigning at LA City and LA Metro. She was born in Korea, and raised on the Northern Mariana Islands, Saipan and Guam, until high school when she came to Los Angeles. Fluent in Korean and Spanish, she studied in Ecuador, Bolivia, and Peru focusing on bio-cultural diversity and sustainable development. She is a graduate of the National School for Strategic Organizing and received her B.A. in Smith College in 2004. Previous to LCSC, she worked with the Indigenous Environmental Network focusing on climate change and environmental justice research.



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**Bob Gottlieb**, Director, Urban and Environmental Policy Institute, Occidental College

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**Stephanie Landregan**, Director, UCLA Extension Landscape Architecture

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**Florentina Craciun**, Events & Communications Manager, UCLA Lewis Center for Regional Policy Studies

**J.R DeShazo**, Director, UCLA Luskin Center for Innovation

**Bridget Freisthler**, Professor, Department of Social Welfare, UCLA Luskin School of Public Affairs

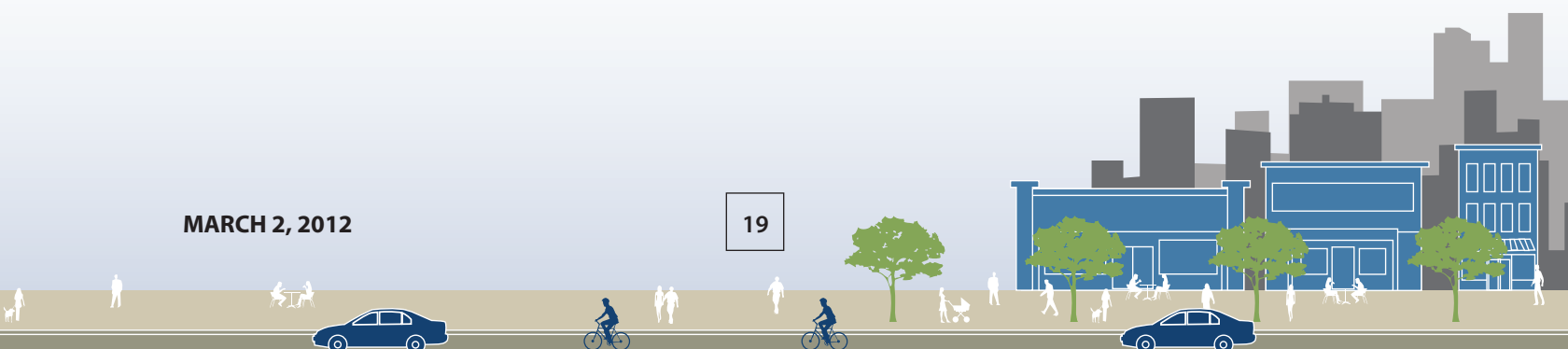
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