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Planning Workshop - Seminar Series

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Planning Workshop - Seminar Series

Final Report UCCONNECT - 2016 - TO 034 - 65A0529

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Planning for the 21st Century – Emerging Trends Speaker Series

Final Report
April 30, 2016

Prepared by:

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Madonna Camel
Maribel Hernandez

Prepared for:

Caltrans Division of
Transportation Planning and
Division of Research, Innovation
and System Information

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Executive Summary

The University of California Center on Economic Competitiveness in Transportation (UCCONNECT) together with the California Department of Transportation (Caltrans) organized four seminars in areas of interest to the Division of Transportation Planning (DOTP). UCCONNECT and DOTP collaborated to identify topics and speakers within the consortium who could present their latest research findings on the selected areas. Each session in the series consisted of a 1-2 hour presentation followed by a Q&A discussion moderated by an expert in the field.

The title of the first event in the series was **Bike and Pedestrian Issues in Transportation Planning**. The event took place on September 28, 2015. Dr. Offer Grembek and Professor Anastasia Sideris were the speakers and Professor Susan Shaheen moderated the event. A video of the event can be found on [this YouTube link](#).

The second event in the series was titled **The Challenge of the Suburban Office Landscape: Understanding the Past to Re-envision the Future**. The event took place on October 19, 2015. Professor Louise A. Mozingo was the speaker in this session. A video of the event can be found on [this YouTube link](#).

The title of the third event was **The Role of Big Data in Transportation Planning**. The event took place on October 30, 2015. The event included Professors Alexey Pozdnukhov and Krzysztof Janowicz and Mr. Scott Perley. Dr. Juan Argote-Cabanero moderated the Q&A session that followed their presentations. A video of the event can be found on [this YouTube link](#).

The final event in the series was **Congested Development? Rethinking the Causes and Consequences of Metropolitan Traffic Delay**. The event took place on March 16, 2016. Professor Brian Taylor gave a 1-hour presentation followed by a discussion moderated by Professor Karen Frick. A video of the event can be found on [this YouTube link](#).

The sessions were held at Caltrans' headquarters and webcasted to our online audience. In addition, each presentation was recorded and uploaded to the center's website (www.uconnect.berkeley.edu) and YouTube channel. These events had a sustained increase in physical attendance and an even steeper increase in online viewership.

Project Background

The University of California Center on Economic Competitiveness in Transportation (UCCONNECT) in direct collaboration with the California Department of Transportation (Caltrans) organized a total of four sessions in areas of interest to the Division of Transportation Planning (DOTP). Each session in the series consisted of a 1-2 hour presentation on a specific topic followed by a Q&A discussion. Each session included one or more experts offering relevant research findings to an audience comprised of personnel from Caltrans and other agencies, as well as an online audience attending the event via webcast.

Each presentation was followed by a period of open questions and discussion moderated by an expert in the field. The sessions were held in-person at Caltrans' headquarters. Each of the presentations were also recorded and UCCONNECT later uploaded them to their website (www.uconnect.berkeley.edu) and YouTube channel, in order to reach to a broader audience.

The four topics covered in the series were determined during the initial stages of the project and encompassed the following research areas:

- Bike and Pedestrian Issues in Transportation Planning,
- The Challenge of the Suburban Office Landscape: Understanding the Past to Re-envision the Future,
- The Role of Big Data in Transportation Planning,
- Congested Development? Rethinking the Causes and Consequences of Metropolitan Traffic Delays.

Session 1: Bike and Pedestrian Issues in Transportation Planning

Abstract

This session described what the state could do to support and encourage walking and bicycling as transportation modes. The first part of the session covered key trends of pedestrian and bicycle activity across California. The second part of the session focused on strategies that Caltrans in particular can pursue towards achieving walking and bicycling goals. The panelists described the role of pedestrian and bicycle master plans in supporting walking and bicycling, along with road safety management strategies for pedestrians and bicyclists.

Speakers and Moderator

Offer Grembek, Co-Director of SafeTREC at UC Berkeley.

Dr. Offer Grembek is a traffic safety researcher and lecturer at the University of California, Berkeley. He also serves as the Co-Director at UC Berkeley SafeTREC. Dr. Grembek helped form the Global Road Safety Training Program to bring international visiting scholars to collaborate on global road safety issues. His current research expertise includes: systemic approach to road safety management, pedestrian safety, injury risk in multimodal environments, and in-vehicle injury protection systems. Dr. Grembek received his Ph.D. in Civil and Environmental Engineering from UC Berkeley in 2010.

Anastasia Loukaitou-Sideris: Dean of Academic Affairs and Urban Planning Professor at UCLA.

Dr. Anastasia Loukaitou-Sideris is the Associate Dean of Academic Affairs and Urban Planning Professor at the UCLA School of Public Affairs. Professor Loukaitou-Sideris' 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.

Sherry Ryan: Professor of City Planning at the School of Public Affairs at San Diego State University.¹

Dr. Sherry Ryan joined the City Planning faculty in the Fall 2002. She earned her undergraduate degree in Romance Languages and Latin American Studies at Princeton University, and a M.S. in Civil Engineering and a Ph.D. in Transportation Sciences at the University of California, Irvine. Her research interests are focused on understanding transportation-land use interactions, and the influence of land use patterns on travel behavior, physical activity, and health. She has published research in several scholarly journals, including Urban Studies, the Journal of Planning Education and Research, Transportation Research, and the Journal of Physical Activity & Health. She is currently a co-investigator on three research projects funded by Caltrans and the National Institute of Health.

Susan Shaheen (Moderator), Adjunct Professor at UC Berkeley and Co-Director of the Transportation Sustainability Research Center.

Dr. Susan Shaheen is a co-director of the Institute of Transportation Studies' Transportation Sustainability Research Center (TSRC) at UC Berkeley. She is also an adjunct professor in the Civil and Environmental Engineering Department at UC Berkeley. She was honored as the first Honda Distinguished Scholar in Transportation at the Institute of Transportation Studies at UC Davis from 2000 to 2012. She served as the Policy and Behavioral Research Program Leader at California Partners for Advanced Transit and Highways from 2003 to 2007, and as a special assistant to the Director's Office of Caltrans from 2001 to 2004. She has a Ph.D. in ecology from UC Davis, focusing on the energy and environmental aspects of transportation, and an M.S. in public policy analysis from the University of Rochester. After completing her master's degree, she worked as a consultant to the U.S. Department of Energy and the Environmental Protection Agency in Washington, D.C. From 2000 to 2001, she was a post-doctoral researcher at UC Berkeley.

Date and Location

The session took place at Caltrans Headquarters on September 28, 2015, from 1pm to 3pm.

¹ Professor Ryan had to cancel her participation in the session due to a last minute personal emergency.

Attendance

The table below summarizes the aggregate attendance results, both in person and online:

Caltrans	Other Agencies	UCCONNECT	Online Connections
23	2	4	124

Question Summary

Below is a compendium of the questions asked during the discussion that ensued the session's presentations.

- Could the speaker address the recent articles in LA Times regarding the pros and cons of road diet?
- For presentation #1, would any info about the many greater risks of driving help encourage active transportation? In other words, do drivers need to understand better that they are prioritizing some safety/security concerns over others (e.g., more perceived protection from criminal attacks vs. statistically more frequent driving accidents)?
- How much does the perception of today's "fast-paced" lifestyle (e.g., kids' fully scheduled activities) prevent walking/biking time?
- Regarding Road Diets and traffic calming - there has been concerns about first responder vehicles (police, ambulance, fire, etc.) being unduly delayed by certain treatments. Is there any data to support these concerns?
- Can the speakers address introduction of lower speed automobiles that will benefit greenhouse gas (GHG) emission and accommodate pedestrians and bicyclists?
- Are there any efforts in level separation for pedestrians and bicyclists verses automobile?
- Would you be able to address bicycle stress and separated bicycle facilities such as paths or cycle tracks? What are your thoughts on performance in terms of safety and encouraging bicycling?
- How do we balance the time savings of motorists versus saving lives of pedestrians with changing road design?
- In too many discussions with engineers and automobile drivers, there is a belief that one cannot make the road safer for cyclists and pedestrians—that it is not in the hands of engineers to make it a safer environment, but instead based on road user behavior. In light of Vision Zero policies and the safer infrastructure found in global cities, how does a Planner engage with practitioners and the public and provide them the education required to show the importance of safer infrastructure for cyclists and pedestrians?

Session Video

A video of the session can be found on the UCONNECT YouTube channel:

https://www.youtube.com/watch?v=G8_3c0T4XiA

Session 2: The Challenge of the Suburban Office Landscape: Understanding the Past to Re-envision the Future

Abstract

Low-density, single-use, and auto-dependent office parks house many of California's most dynamic business enterprises. Nevertheless, re-envisioning the suburban office landscape for density, mixed-use, and pedestrians, bicycles, and transit is essential to a resource-efficient, economically thriving metropolitan future. Professor Mozingo provided an in-depth look at the historical evolution of the suburban office landscape, revealing past, present, and future trends in the field.

Speaker

Louise A. Mozingo, Professor and Chair of Landscape Architecture & Environmental Planning and Urban Design at UC Berkeley.

Dr. Louise A. Mozingo is Professor and Chair of the Department of Landscape Architecture and Environmental Planning at UC Berkeley. She is a member of the Graduate Group in Urban Design in the College of Environmental Design, and Director of the American Studies program in the College of Letters and Sciences at UC Berkeley. A former associate and senior landscape architect for Sasaki Associates, Professor Mozingo joined the Department after a decade of professional practice. In 2009, she became the founding director of a research interdisciplinary team at the College of Environmental Design Center for Resource Efficient Communities (CREC) dedicated to supporting resource efficiency goals through environmental planning and urban design (www.crec.berkeley.edu). Dr. Mozingo's book, *Pastoral Capitalism: A History of Suburban Corporate Landscapes* (MIT Press), won the 2011 American Publishers Award for Professional and Scholarly Excellence (PROSE Award) in the Architecture and Urban Planning category, the 2014 Elisabeth Blair MacDougall Prize from the Society of Architectural Historians for the best book in landscape history, and an American Society of Landscape Architects Honor Award for Communications in 2014.

Date and Location

The session took place at Caltrans Headquarters on October 19, 2015, from 10am to 12pm.

Attendance

The table below summarizes the aggregate attendance results, both in person and online:

Caltrans	Other Agencies	UCCONNECT	Online Connections
30	3	3	121

Question Summary

Below is a compendium of the questions asked during the discussion that ensued the session's presentation.

- If the prevalence of private school registration/public school quality seen near Bay Area business parks does not hold in other regions, what might need to be added to a new model (that develops for the Bay Area) to account for how workers seek the best schools elsewhere?
- One of the problems with eliminating or changing 1950s parking zoning is that local neighbors are worried that if there's not enough parking, people will park their cars on their streets. What is a strategy for convincing suburban people to: (i) accept reduced parking ratios, (2) unbundle parking from housing, so people aren't forced to subsidized parking for others, and/or (3) lower the amount of parking per employee at corporate sites? In other words, get localities to rezone to reduce parking?
- What do you think of Donald Shoup's idea of lining the periphery of these huge Silicon Valley office parks and their parking lots with mixed use developments – so maintaining most of the parking on the interior of the site, but activating the surrounding arterials by putting housing and stores along the street. Is this realistic?
- One problem that negatively affects transit use is that there are 26 separate transit agencies, most of which are un-coordinated, many having different pay systems. How can we do the obvious solution: Combine all the small transit agencies into one large overseeing agency which would provide coordinated regional travel based on where people need to go. Both Boston and NYC have one oversight agency for all the local transit. The Bay Area has 26 little fiefdoms, and many cities are unwilling to cede control to a central transit agency. Who can make this happen, and how?
- Does the speaker suggest that responsibility lies on regional planning agencies to address the development of research parks?

- Is the city Menlo going to require affordable housing and if so then where are those people working in relation to where there housing is now? Have we created a separate transportation issue by requiring affordable housing?
- The photographs do not show a complete street; the bicycle will need to be walked and the traffic lane looks like they are about 17 feet wide. How accurate are these photographs?
- I noticed, from the pictures, that many of the new office parks will have parking underground and traffic lanes. Does this mean that the developers still think that most people are going to be driving to work?
- How are local planning officials reacting to these proposed developments?
- Looking at the history of the Bay Area, looking back at the last 30 to 40 years, there seems to be a statewide trend powered to evolving from central authority to local authority. How do you see a way of not so much shredding central authority but perhaps more cooperation?
- What are your thoughts on other variables, such as young people wanting to move closer to the urban core, and the progress of small business?
- Can the speaker indicate whether there is proactive or reactive roles or both in the business/corporate world?
- Can you elaborate on the affordability and the probability of increasing the minimum wage based on these developments?
- Do you see some relevance of using housing and land use mix indexes or maybe making them more prevalent in making land use decisions or transportation decisions?

Session Video

A video of the session can be found on the UCCONNECT YouTube channel:

<https://www.youtube.com/watch?v=W4fEz9dKHYo>

Session 3: The Role of Big Data in Transportation Planning

Abstract

This session highlighted research findings and tools that illustrate the role that Big Data plays in transportation planning. Each presenter focused on a specific application using a different data source. The first presentation showcased the use of traditional traffic data sources, such as loop-detectors, in combination with probe vehicle data. This talk demonstrated how these data could be the inputs of various analysis tools. The second presentation focused on the use of social media data to uncover important urban trends. Finally, the use cell phone data was considered in the development of region-wide simulation tools that can inform decision-makers in their planning tasks.

Speakers and Moderator

Scott Perley, Vice President of Performance Analytics at Iteris, Inc.

Scott Perley is Vice President of Performance Analytics at Iteris, Inc. His group provides consulting services and develops, deploys and maintains software tools – namely the Iteris Performance Measurement System (iPeMS) – supporting Big Data Analytics for public sector transportation agencies. Recent initiatives include developing data processing tools and performance measurement dashboards for the National Performance Management Research Data Set (NPMRDS), speed and travel time reliability analytical tools based on third party probe data, and new projects in California including an expansion of Transit PeMS.

Alexei Pozdnoukhov, Assistant Professor in the Department of Civil and Environmental Engineering at UC Berkeley.

Dr. Alexei Pozdnoukhov is an Assistant Professor with UC Berkeley's Department of Civil and Environmental Engineering. He leads research in the area of complex data analysis in the domain of smart cities, including applications of streaming data analytics in urban mobility and location-based social networks.

Krzysztof Janowicz, Associate Professor for Geographic Information Science and Geoinformatics at UC Santa Barbara.

Dr. Krzysztof Janowicz is an Associate Professor for Geographic Information Science and Geoinformatics at UC Santa Barbara. He is the program chair of UCSB's Cognitive Science Program, one of two Editors-in-Chief of the Semantic Web Journal, and a Faculty Research Affiliate of the Center for Information Technology and Society. He is also running the STKO Lab, which investigates the role of space and time for knowledge organization.

Juan Argote-Cabañero, Assistant Director of UCCONNECT.

Dr. Juan Argote-Cabañero is the Assistant Director of UCCONNECT at UC Berkeley. Juan obtained his PhD from the Department of Civil and Environmental Engineering at UC Berkeley. Juan's research focuses on public transit operations and intelligent transportation systems, with an emphasis on Connected Vehicle technology. He is also a co-founder of VIA Analytics, a start-up focused on providing technological solutions for the public transportation industry. His innovative control strategies to improve transit reliability have been implemented in cities throughout the world including Honolulu, New Orleans, and San Sebastian in Spain.

Date and Location

The session took place at Caltrans Headquarters on October 30, 2015, from 1pm to 3:30pm.

Attendance

The table below summarizes the aggregate attendance results, both in person and online:

Caltrans	Other Agencies	UCCONNECT	Online Connections
40	0	2	157

Question Summary

Below is a compendium of the questions asked during the discussion that ensued the session's presentations.

- How can transportation agencies around the world make sure that they keep pace with the constant developments in the field, being that a new data source, new methodology,



technology, etc.? What are the best practices that they could follow to make sure that they stay ahead of the game?

- (To Dr. Pozdnoukhov): Have you looked into how the AT&T cellular-derived model could be made even better by combining data sources with static road sensor and mobile probe data? For example, PeMS shows the exact traffic volumes every five minutes over the Bay Bridge.
- I wonder how in the future activity based models will complement the survey data that we currently use. Also, how it will allow us to start measuring in actual places (e.g., vehicle miles traveled, the type of trips that are generated out of developments, etc.), which is something that we are trying to learn how to measure.
- (To Dr. Pozdnoukhov): As far as location accuracy how is it different from telecoms?
- Question for all, are you aware of which practices are available for these innovations to stay at the top of their game and keep pace with what is coming out?
- How do we address the privacy concerns that come about with these models?
- It's good to see the different ways to use big data for transportation planning. Whenever we swipe our Visa or MasterCard is that data also being collected. In other words, is there big data behind those credit card transactions?
- Have you thought yet of putting into practice these big data in transportation planning?
- What direction do you see big data going, specifically in the direction of transportation planning?
- Do you see any ways to define or design sustainable communities with the use of these detailed data?
- I would like any of you to speak to the issue of assumptions, I don't know to what extent assumptions play out in big data models. For example in Krzysztof's work, I would like to know who and what will be left out? I wonder to what extent there's a selected pool of a certain demographic. And in the case of the AT&T data, how will people with other carriers be different, in the way that their data is not being captured?
- Who is funding these activities?
- In terms of investments, we need to know what type of applications your research has in terms of transportations, particularly in modeling and travel behavior?

Session Video

A video of the session can be found on the UCCONNECT YouTube channel:

<https://www.youtube.com/watch?v=oKnf1ZcCsRQ>



Session 4: Congested Development? Rethinking the Causes and Consequences of Metropolitan Traffic Delay

Abstract

Big cities in California are notorious for traffic congestion, which is widely viewed as detrimental to both the regional economy and quality of life. Both metropolitan Los Angeles and the San Francisco Bay Area regularly rank at or near the top of lists of the nation's most congested areas. The case that Californians and their regional economies are hurt by traffic congestion seems obvious. But is it? Professor Brian Taylor from the UCLA Institute of Transportation Studies explored this question by considering the role of transportation in, and the effect of traffic delays on, activity participation, accessibility, and the regional economies in LA and the Bay Area. He reported on research with colleagues at UCLA and the University of Virginia on how travel speeds and differences in the built environment within and across communities interact to determine trip-making and access to jobs across a variety of economic sectors.

Speaker and Moderator

Brian D. Taylor, Professor of Urban Planning; Director of Lewis Center for Regional Policy Studies; Director of Institute of Transportation Studies at UC Los Angeles.

Dr. Brian Taylor's research centers on transportation policy and planning. Professor Taylor 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, and/or age – have lower levels of mobility. Topically, his research examines travel behavior, transportation finance, and politics and planning. Prior to joining the UCLA faculty in 1994, Professor Taylor taught planning at the University of North Carolina at Chapel Hill, and prior to that he was a planner with the San Francisco Bay Area's Metropolitan Transportation Commission.

Karen Trapenberg Frick, Adjunct Assistant Professor of City and Regional Planning at UC Berkeley, and Assistant Director of UCCONNECT.

Dr. Karen Trapenberg Frick is an expert on sustainable transport and community-based policies and strategies, as well as major transportation infrastructure projects. Her current research



focuses on Tea Party and property rights activists' perspectives on planning and planners' responses. Her past research includes an evaluation of variable tolls on the Bay Bridge, and an investigation of best practices and challenges related to transport innovations. Prior to her University position, Karen was a transportation planner at the San Francisco Bay Area's Metropolitan Transportation Commission for nine years where she worked on a wide range of activities.

Date and Location

The session took place at Caltrans Headquarters on March 16, 2016, from 1pm to 3:00pm.

Attendance

Caltrans	Other Agencies	UCCONNECT	Online Connections
37	0	3	350

Question Summary

Below is a compendium of the questions asked during the discussion that ensued the session's presentation.

- Forget congestion, forget miles, and worry about travel time. Is access really a measure of travel time?
- How do you define congestion? Do you take into consideration the differences in free flow travel time that various links may have?
- While calculating travel time for transit, do we take into account how people reach the stations (i.e., modal speed)?
- Are you going to restructure your research to look into travel time conditions?
- Would there be a way to weave in property rights and property values into a more complicated accessibility impact analysis?
- Your research focused on California cities. Do you think there could be significant differences with other parts of the world?
- Latent demand in traffic analysis is sometimes used as an argument against capacity expansion projects. Wouldn't latent demand also eventually reduce the positive impacts of increased housing availability through new developments?

- With the issue of folks that live in the urban environment who have access to numerous opportunities but still have travel issues, is it still fair to say that you'd still want to improve those travel issues or should you just give up on those?
- When will the final reports for the San Francisco Bay Area data be made available?

Session Video

A video of the session can be found on the UCONNECT YouTube channel:

<https://www.youtube.com/watch?v=GTCRCydfuQc>

Conclusions

The Planning for the 21st Century Speaker Series was conceived as a way to bring together faculty and researchers from UCCONNECT working on advanced transportation planning topics with Caltrans personnel. Each session was hosted at Caltrans' headquarters and webcasted online, so that personnel at other Caltrans Districts, as well as other interested viewers could participate in each of the sessions. In an attempt to increase interactivity, the Q&A that followed each of the presentations was open to not only those present in the room but also to those viewing the webcast. Virtual attendees were able to submit their questions via the UCCONNECT email address. This was well received by our online viewers. Approximately half the questions in these sessions came from the online audience. The result was truly participative sessions where our speakers were able to field questions from a broad spectrum of spectators.

Based on the participation metrics included in this report, as well as the positive feedback received from various Caltrans personnel, we believe that the speaker series has been a success. The in-person attendance numbers have grown from the high twenties in the first event to 40 or more attendees in the last two sessions. Online viewership has also seen a steady increase, reaching 157 and 350 viewers for the final two events respectively. There have also been additional views of the sessions through the Center's website and YouTube channel that increase these numbers (some of the events have already garnered hundreds of views).

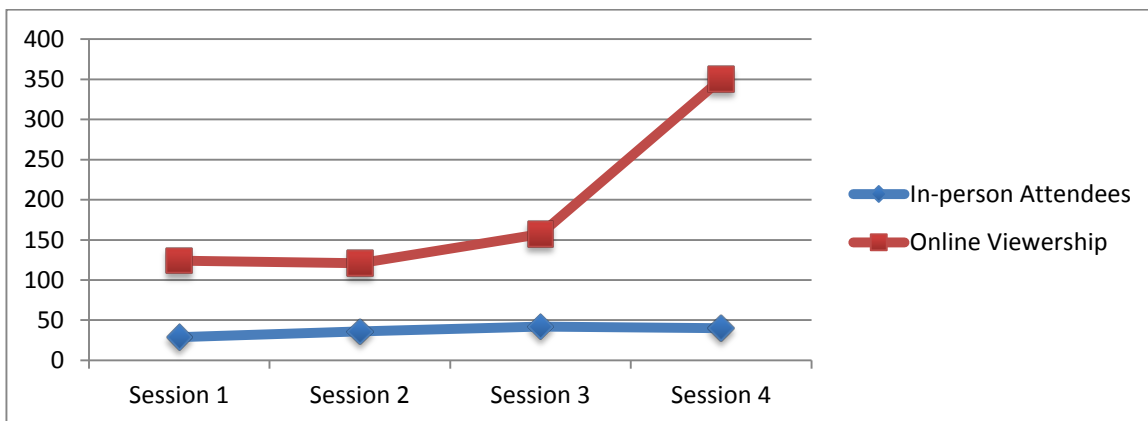


Figure 1: In-person attendance and online viewership.

These results show that the proposed framework of in-person and virtual attendance can effectively broaden the reach and impact of the research ideas developed within the UCCONNECT community. The speaker series has the potential to act as the vehicle that brings advanced planning concepts into the hands of Caltrans practitioners, as well as other relevant stakeholders.

Finally, we would like to note that an excellent opportunity lies ahead. During the months of March, April, and May of 2016, the vast majority of the UCCONNECT Faculty Research projects

funded through our first and second Requests for Proposals are expected to finish. This opens the door for a fresh menu of topics and ideas that could be featured in a new edition of the speaker series. This again would perfectly fit the goal of bringing the latest advancements in Transportation Planning research to both the Caltrans community and the general population with interest in these research topic areas.



Appendix 1: Event Flyers

Each one of the events in the series included a flyer that introduced the event's topic and provided a brief biographical sketch of the speakers and moderators. These documents were distributed to Caltrans and to other relevant stakeholders using various emailing lists and also other physical means.

The rest of this section includes those flyers, for the reader's reference.

PLANNING FOR THE 21ST CENTURY - EMERGING TRENDS

Caltrans Transportation Planning Speaker Series

Caltrans Division of Transportation Planning is sponsoring a speaker series, inviting thought leaders to talk about the latest challenges and trends in the field of transportation planning.

Bike and Pedestrian Issues in Transportation Planning

WHEN: September 28, 2015; 1:00pm - 3:00pm
LOCATION: 1120 N Street, Caltrans Boardroom, Sacramento CA 95814
WEBCAST URL: <http://livemsmmedia.dot.ca.gov/channel12>

Please submit questions to uconnect@berkeley.edu before or during the presentation.

Speakers



Offer Grembek

Co-director of the UC Berkeley Safe Transportation Research and Education Center. His current research focuses on injury risk in multimodal environments, road-user exposure to risk, and in-vehicle injury protection systems.



Sherry Ryan

Professor of City Planning at San Diego State University. Her research focuses on non-motorized transportation planning ideals, and she has also worked as a practicing transportation planner in California for 19 years.



Anastasia Sideris

Associate Dean of Academic Affairs and Urban Planning Professor at the UCLA School of Public Affairs. Her research focuses on the public environment of the city, its physical representation, aesthetics, social meaning and impact on the urban resident.

Moderator



Susan Shaheen

Co-director of the UC Berkeley Transportation Sustainability Research Center. Her research focuses on innovative mobility including carsharing, bikesharing, and ridesharing, among other topics.

Abstract

Learn about what can be done to make bicycling and walking a more viable transport option. Topics will include: biking and walking trends across California; safety and security considerations and management strategies; and road-user perspectives. The roles that master plans can play to support walking and bicycling will be discussed.

Upcoming Sessions

- *The Challenge of Suburban Office Landscape: Understanding the Past to Reenvision the Future (October 19th, 10am - noon)*
- *The Role of Big Data in Transportation Planning (October 30th, 1pm - 3pm)*
- *Transportation, Public Health, and Environmental Justice (TBD)*



www.uconnect.berkeley.edu



www.dot.ca.gov

Figure A.1: Event 1 flyer.



PLANNING FOR THE 21ST CENTURY - EMERGING TRENDS

Caltrans Transportation Planning Speaker Series

Caltrans Division of Transportation Planning is sponsoring a speaker series, inviting thought leaders to talk about the latest challenges and trends in the field of transportation planning.

The Challenges of Suburban Office Landscapes: Understanding the Past to Re-envision the Future

WHEN: October 19, 2015; 10:00am - 12:00pm
LOCATION: 1120 N Street, Caltrans Boardroom, Sacramento, CA 95814
WEBCAST URL: ctmedia.dot.ca.gov

Please submit questions to uconnect@berkeley.edu before or during the presentation.

Speaker



Louise A. Mozingo

Professor and Chair of the Department of Landscape Architecture and Environmental Planning at the University of California, Berkeley. She is a member of the Graduate Group in Urban Design of the College of Environmental Design, and Director of the American Studies program of the College of Letters and Sciences. Mozingo's book, *Pastoral Capitalism: A History of Suburban Corporate Landscapes* (MIT Press), won the 2011 American Publishers Award for Professional and Scholarly Excellence (PROSE Award) in the Architecture and Urban Planning category. In 2009, she became the founding director of the Center for Resource Efficient Communities. Housed within UC Berkeley's College of Environmental Design, this interdisciplinary center supports resource efficiency goals through environmental planning and urban design.

Abstract

Low-density, single-use, and auto-dependent office parks house many of California's most dynamic business enterprises. Discussion will focus on re-envisioning the suburban office landscape for density, mixed-use, and pedestrians, bicycles, and transit to bring about a resource-efficient, economically thriving metropolitan future.

Upcoming Sessions

- *The Role of Big Data in Transportation Planning* (October 30th, 1pm - 3pm)
- *Transportation and Public Health* (TBD)



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www.dot.ca.gov

Figure A.2: Event 2 flyer.



PLANNING FOR THE 21ST CENTURY - EMERGING TRENDS

Caltrans Transportation Planning Speaker Series

Caltrans Division of Transportation Planning is sponsoring a speaker series, inviting thought leaders to talk about the latest challenges and trends in the field of transportation planning.

The Role of Big Data in Transportation Planning

WHEN: October 30, 2015; 1:00pm - 3:00pm
LOCATION: 1120 N Street, Caltrans Boardroom, Sacramento CA 95814
WEBCAST URL: ctmedia.dot.ca.gov

Please submit questions to uconnect@berkeley.edu before or during the presentation.

Speakers



Alexey Pozdnukhov

Assistant Professor at UC Berkeley's department of Civil and Environmental Engineering. His research focuses on complex data analysis in the domain of smart cities, including applications of streaming data analytics in urban mobility and location-based social networks.



Krzysztof Janowicz

Associate Professor for Geographic Information Science and Geoinformatics at UC Santa Barbara. He also runs the Spatio-Temporal Knowledge Observatory (STKO) Lab, which investigates the role of space and time for knowledge organization.



Scott Perley

Vice President of Performance Analytics at Iteris, Inc. His group provides consulting services and develops, deploys and maintains software tools - namely the Iteris Performance Measurement System - supporting Big Data Analytics for public sector transportation agencies.

Moderator



Juan Argote

Assistant Director of UCONNECT. His research focuses on public transportation operations and Connected Vehicle technology. He is also the co-founder of VIA Analytics, where he coordinates the development of control tools to help transit agencies operate more efficiently.

Abstract

Learn about research findings that showcase the roles of Big Data in transportation planning, and tools for making these roles possible. Each presenter will focus on a specific application using different data sources. The first talk will illustrate how cellular data collected by telecommunications operators can help public agencies and municipalities develop high resolution activity-based demand models, a popular tool among transportation practitioners. The second talk will focus on the use of data from social media to discover important urban trends. The last speaker will unveil recent initiatives involving traffic probe data, transit data, and traffic prediction that expand the state of practice in Big Data analytics.

Upcoming Sessions

- 4th session: Topic and date to be announced soon (early 2016)



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Figure A.3: Event 3 flyer.



PLANNING FOR THE 21ST CENTURY - EMERGING TRENDS

Caltrans Transportation Planning Speaker Series

Caltrans Division of Transportation Planning is sponsoring a speaker series, inviting thought leaders to talk about the latest challenges and trends in the field of transportation planning.

Congested Development? Rethinking the Causes and Consequences of Metropolitan Traffic Delays

WHEN: March 16, 2016; 1:00pm - 3:00pm

LOCATION: 1120 N Street, Caltrans Boardroom, Sacramento CA 95814

WEBCAST URL: ctmedia.dot.ca.gov

Please submit questions to uconnect@berkeley.edu before or during the presentation.

Speaker



Brian Taylor

UCLA Professor, Brian Taylor is currently Chair of a Transportation Research Board (of the National Academies) Special Report committee examining the public policy implications of new shared mobility systems in general, and transportation network companies in particular. Professor Taylor 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. Topically, his research examines travel behavior, transportation finance, and politics & planning.

Moderator



Karen T. Frick

Dr. Karen T. Frick is Assistant Adjunct Professor in the Department of City and Regional Planning. She also is Co-Director of the University of California Transportation Center (UCTC) and Assistant Director of the University of California Transportation Center on Economic Competitiveness in Transportation (UCCONNECT).

Abstract

Big cities in California are notorious for traffic congestion, which is widely viewed to be detrimental to both the regional economy and quality of life. Both metropolitan Los Angeles and the San Francisco Bay Area regularly rank at or near the top of lists ranking the nation's most congested areas. The case that Californians and their regional economies are hurt by traffic congestion seems obvious. But is it? Professor Brian Taylor from the UCLA Institute of Transportation Studies explores this question by considering the role of transportation in, and the effect of traffic delays on, activity participation, accessibility, and the regional economies in LA and the Bay Area. He will report on research with colleagues at UCLA and the University of Virginia on how travel speeds and differences in the built environment within and across communities interact to determine trip-making and access to jobs across a variety of economic sectors.



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Figure A.4: Event 4 flyer.

