

FALL 2014

UCLA LEWIS CENTER FOR REGIONAL POLICY STUDIES

COMMUNITIES

TRANSPORTATION

ENVIRONMENT

SPOTLIGHT



UCLA LUSKIN SCHOOL OF PUBLIC AFFAIRS



Lewis Center



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Lewis Center

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FROM THE DIRECTOR

Dear friends of the Lewis Center,



The 2013-14 academic year was a busy and productive one for the faculty, research staff, and students in the Ralph & Goldy Lewis Center for Regional Policy Studies; this year's Spotlight highlights many, though not all, of our activities and accomplishments. The leadership of the center expanded with Juan Matute and Michael Lens being named Associate Directors, and Madeline Brozen Assistant Director. We in addition welcomed two new research staff: Dr. Mark Garrett and Herbie Huff.

Collectively, Lewis Center researchers and students garnered a startling number of awards and honors for their work this year, from the White House, three awards from the American Planning Association, Housing Policy Debate Journal, and the Journal of the American Planning Association, among many others. Several major projects concluded, including a U.S. Department of Housing and Urban Development funded study of the links between housing, transportation, and employment among the poor, and others got fully underway, including a MacArthur Foundation funded grant to study the effects of housing booms and busts on local government finance. Our Complete Streets program expanded its role as a regional clearinghouse for bicycling data, and our work on parkets garnered awards as well.

Finally, this past year we went digital, with a new website, as well as two conferences on the rise of the digital city – at our annual Lake Arrowhead Symposium last fall, as well as in downtown Los Angeles last winter. We continue to be blessed by the generosity and foresight of Ralph and Goldy Lewis for their gift that created the Lewis Center, and we hope that you will agree that in this past year, we have accomplished much in service of their legacy.

Brian D. Taylor, FAICP
Director

BIKES IN BUSINESS



DATAMINING OPEN STREETS

COMPLETE STREETS INITIATIVE USES CICLAVIA TO SHOW HOW DATA ENHANCES OPEN STREETS

Madeline Brozen, manager of the Complete Streets Initiative, was part of a lively group of presenters and participants in the Open Streets Summit, held in Los Angeles the weekend of April 6, 2014. She joined Dr. Aaron Hipp of Washington University, co-author of the report *Open Streets Initiatives: Measuring Success Toolkit* and Ed Clancy of CicloSDias, to talk about how to collect and evaluate data during open streets events. Brozen offered a variety of advice to the international audience, many of whom are planning their first open streets events:

- Data collection and evaluation plans should be tailored to the size of your event. If you are doing something the size of the Los Angeles event, a participant count wouldn't be practical, for example.
- Think about any language barriers and use data collectors who speak other languages. For the Wilshire route, the UCLA research team included members who spoke Korean and others who spoke Spanish to do the business outreach.
- Select an evaluation plan that can help improve your event. Don't do research just for research's sake. Think about questions and data points that can benefit the operation of your event and organization.

The panel and event was well received by those in attendance. One conference attendee remarked, "It was a distinct pleasure to meet so many other Open Streets activists from around the country and around the world, and as a result of our conversations with presenters and participants we feel more confident than ever about what we do and why we do it. We left Los Angeles enlightened and energized, excited to be part of such a vibrant and positive movement."

Brozen also joined Los Angeles Councilmembers Tom LaBonge, Bob Blumenfield, Mitch O'Farrell, CicLAvia Executive Director Aaron Paley, Supervisor Zev Yaroslavsky, and others at the CicLAvia opening event on Sunday to kick off the start of the Iconic Wilshire Boulevard CicLAvia event.

This CicLAvia was the second event where the Complete Streets Initiative collected data on the economic effect the event has on the local economy, sampling businesses along the route and comparing sales the Sunday before to the day of CicLAvia. These data will be analyzed to see if the 2014 Wilshire event generated the same economic boost of 10% on average as the 2013 research showed. "We all know that CicLAvia is a great event for participants and the City of Los Angeles. It's an added bonus to do evaluation like our economic analysis and get hard numbers behind the thousands of bicycles and smiling faces," opined Brozen.

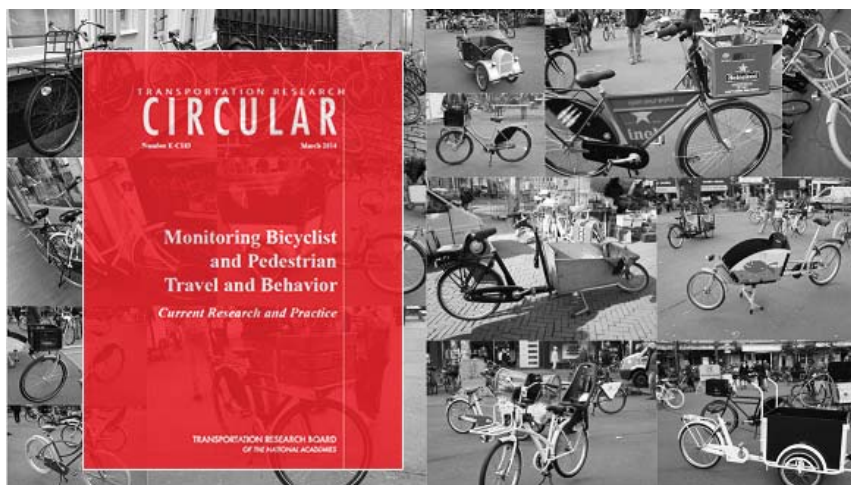
SETTING THE RECORD STRAIGHT LEWIS CENTER RESEARCHERS HERBIE HUFF AND MADELINE BROZEN CHALLENGE FIVETHIRTYEIGHT BLOG ON BIKE LANES AND TRAFFIC CONGESTION

Herbie Huff, a Research Associate, and Madeline Brozen, Program Manager of the Center's Complete Streets Initiative, responded to a recent story about bike lanes and traffic on the popular blog site, FiveThirtyEight, challenging the authors' conclusion that newly implemented bike lanes in Minneapolis and New York did not greatly increase congestion. In their letter, Huff and Brozen pointed out that the authors' methodology comparing the number of cars over time to road capacity is not really a true measure of congestion, so an analysis based on this approach will not capture the congestion-related effects of added bike lanes. They recommended instead that traffic congestion be measured with traffic speed, traffic density, or travel time indicators. Moreover, they called for developing a more complete picture about other related effects from the newly-placed bike lanes. Huff and Brozen closed their letter by calling for greater consideration of how transportation affects people and their behaviors. For the original article and Huff and Brozen's rebuttal, visit fivethirtyeight.com.



MAKING BIKES COUNT

LEWIS CENTER WORKS WITH LADOT ON BICYCLE COUNT DATA CLEARINGHOUSE



The Complete Streets Initiative's work on the Bicycle Count Data Clearinghouse project, co-sponsored by the Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Authority (Metro), received both local and federal attention this year.

The City of Los Angeles Department of Transportation (LADOT) is seeking a way to improve how traffic counts are done for cyclists and pedestrians. In its report to the City Council, the Department noted that traffic counts that include metrics for cyclists and pedestrians will help to prioritize future

transportation and infrastructure projects. Complete Streets Initiative staff advised LADOT how to adjust their current methodology to be consistent with the standards for counting and reporting set forth in the Bicycle Count Data Clearinghouse. The council report acknowledged this partnership and assistance in developing a template to enter count data into the Clearinghouse. "We were pleased to work with LADOT to see how their practices could meet our proposed standard and ensure they are putting that data into the project so that anyone in the region can gain access to bicycle and pedestrian counts in the City of Los Angeles in an easy way," said Complete Streets Initiative Program Manager Madeline Brozen.

The Clearinghouse was also mentioned in the Transportation Research Board's circular *Monitoring Bicyclist and Pedestrian Travel Behavior: Current Research and Practice*. This publication provides practitioners, researchers, and others with state-of-the-practice information. Joining the likes of the San Francisco County Transportation Authority and Portland State University, the L.A. Clearinghouse was singled out for providing ongoing research on archiving and sharing bicycle count data. Given the challenges in this area, it provides an example of how to collect, standardize, and make bicycle count data publically available.

The Complete Streets Initiative worked with Ryan Snyder Associates, Kittelson & Associates, and the Los Angeles County Bicycle Coalition in developing the project. The Bicycle Count Data Clearinghouse features bicycle counts from over 600 locations. Visit bikecounts.luskin.ucla.edu for more info.

RESEARCH

SURVIVING THE HOUSING BOOM & BUST

IMPACTS OF THE GREAT RECESSION



photo credit: Gabriel Santiago

In the heady years before the Great Recession, did cities and municipalities get carried away with boomtime spending? Once the downturn hit, how prepared were local governments to face suddenly pressing needs in their communities?

Urban Planning professors Paavo Monkkonen and Michael Lens plan to address these questions as they lead a three-year, \$610,000 study aimed at better understanding the behavior of local governments during times of economic upheaval. By painting a clearer picture of how local leaders spent in the good times – and how they cut back in the bad – these Lewis Center researchers hope to help smooth the impacts of future booms and busts on local economies.

The project team includes Larry Rosenthal, of UC Berkeley's Goldman School of Public Policy, and Tracy Gordon of the White House Council of Economic Advisers.

According to Monkkonen and Lens, the financial health of cities and municipalities has a direct impact on their ability to provide basic services such as police, fire, streets, parks and schools, necessary to maintain high-quality neighborhoods for residents. As the housing bubble grew, local governments may have been tempted by rising property tax revenues, and the perception that growth would continue, to make unsustainable spending and investment decisions. As these revenues disappear, the shock to overextended resources is resulting in drastic cuts, possibly deepening the recession's impact and slowing long-term growth.

The project, officially titled *Irrational Exuberance at City Hall: Local Government Resilience during Housing Booms and Busts* is funded by the John D. and Catherine T. MacArthur Foundation. The foundation is in its fifth and final year of a \$25 million series of grants dedicated to identifying how housing matters to families and communities.

AUTO ACCESS BOOSTS HOUSING AND JOB PROSPECTS

THE URBAN INSTITUTE RELEASES LEWIS CENTER AFFILIATES' RESEARCH



photo credit: Frank Hank, Wikimedia Commons

The Urban Institute recently released a report co-authored by Lewis Center faculty affiliates Evelyn Blumenberg (Professor and Chair, UCLA Department of Urban Planning), Michael Smart (Assistant Professor of Urban Planning at Rutgers, The State University of New Jersey and former Lewis Center Post-Doctoral Researcher), and Gregory Pierce (Ph.D. candidate in the UCLA Department of Urban Planning).

The report *Driving to Opportunity: Understanding the Links among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients* examines differences in residential location and employment outcomes between voucher recipients with access to automobiles and those without. Overall, the findings underscore the positive role having an automobile plays in improving the economic prospects for housing voucher participants.

The principal investigator of the study, Rolf Pendall, Director of the Metropolitan Housing and Communities Policy Center at the Urban Institute, worked with Professor Blumenberg and her Lewis Center colleagues on the project, which has received attention in *The Washington Post* and *The Atlantic Cities*.

CBS CITES TEENS AND TRAVEL STUDY ON DECLINE IN AUTOMOBILE USAGE

An ongoing research project on teens and travel led by Lewis Center Faculty Fellow Evelyn Blumenberg and Lewis Center Director Brian Taylor was referenced in an April 2014 CBS story about declining automobile usage. Blumenberg, Taylor, and their research team found that young Americans today are traveling much fewer miles than previous generations. Their study complements related research indicating that Americans overall are now driving less than in the past.

Although the number of total trips taken by Americans rose in 2013, fuel consumption by Americans driving automobiles has declined. The recession, better fuel economy, higher gas prices, and other economic factors appear to be partially responsible for the decline.



The project *What's Youth Got to Do with It? Exploring the Travel Behavior of Teens and Young Adults* also received attention in an article on the *TheAtlanticCities.com* website.

RECOGNITIONS



EVELYN BLUMENBERG HONORED BY WHITE HOUSE

UCLA Chair of Urban Planning and Lewis Center Faculty Fellow, Dr. Evelyn Blumenberg was honored this past year by the White House as a “Champion of Change” for transportation. The White House is honoring eleven local heroes for their exemplary leadership to ensure that transportation facilities, services, and jobs help individuals and their communities connect to 21st century opportunities. These individuals are leading the charge across the country building connectivity, strengthening transportation career pathways, and making connections between transportation and economic growth.

MADELINE BROZEN LEE SCHIPPER SUSTAINABLE TRANSPORT SCHOLAR

The Lewis Center is proud to announce that its Assistant Director and Complete Streets Program Manager Madeline Brozen has been named a 2014 Lee Schipper Sustainable Transport Scholar.

Ms. Brozen was one of two scholars selected from among 82 applicants from 26 countries. As a Schipper scholar, she will conduct comparative international research on sustainable street design generally and multi-modal level of service measures specifically. Visit [TheCityFix](#) blog for a recent interview with Ms. Brozen about her work and the award.



LEWIS CENTER RESEARCHERS WIN APA L.A. AWARDS



On Thursday, June 12, 2013 the Los Angeles branch of the American Planning Association held its annual Awards Gala at the Los Angeles Theatre in downtown Los Angeles. The Lewis Center was well-represented at the ceremony, with its researchers walking away with two awards. Madeline Brozen, Herbie Huff, and Norman Wong won a Communications Initiative Award of Excellence for their Bike Count Data Clearinghouse project, co-sponsored by the Southern California Association of Governments and the Los Angeles County Metropolitan Transportation Authority. Kittelson & Associates, Los Angeles County Bicycle Coalition, and Ryan Snyder Associates also participated in the project. The second Lewis Center award went to Distinguished Professor of Urban Planning and Lewis Center Faculty Fellow Donald Shoup, who won a Planning Pioneer Award of Excellence.

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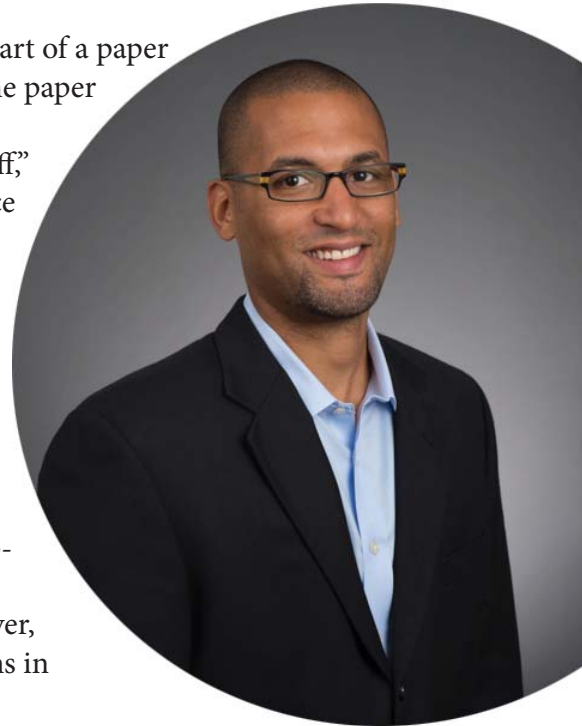
MAKE IT A DOUBLE

MICHAEL LENS AWARDED FOR TWO PAPERS ON HOUSING

Urban Planning professor Michael Lens recently received awards from both the Journal of the American Planning Association (JAPA) and Housing Policy Debate for his research in housing policy.

Though Lens was aware that his Housing Policy Debate submission was part of a paper competition, the JAPA award came as a surprise. “I’ve been working on the paper that was eventually accepted for publication by JAPA – going back to my dissertation...I had such an elated feeling that my work had finally paid off,” says Lens. “And with the two awards, it was like I had won the lottery twice in the span of one week.”

Lens’ JAPA submission, selected as one of the journal’s two “Best Papers of 2013,” focuses on the relationship between crime and subsidized housing in New York City. Though the crime rate in the city has decreased over the years, Lens found that the cause could not be directly attributed to the city’s substantial investments in subsidized housing. While his findings suggest that subsidized housing neither increases nor decreases crime rates in neighborhoods, Lens still encourages the development of housing subsidies in distressed neighborhoods, particularly in cities with tight rental markets such as New York and Los Angeles. However, Lens suggests that these cities need to find ways to expand housing options in higher-income, less-distressed neighborhoods, or they risk exacerbating concentrated poverty and further subjecting low-income households to unsafe living environments. As Lens explains,



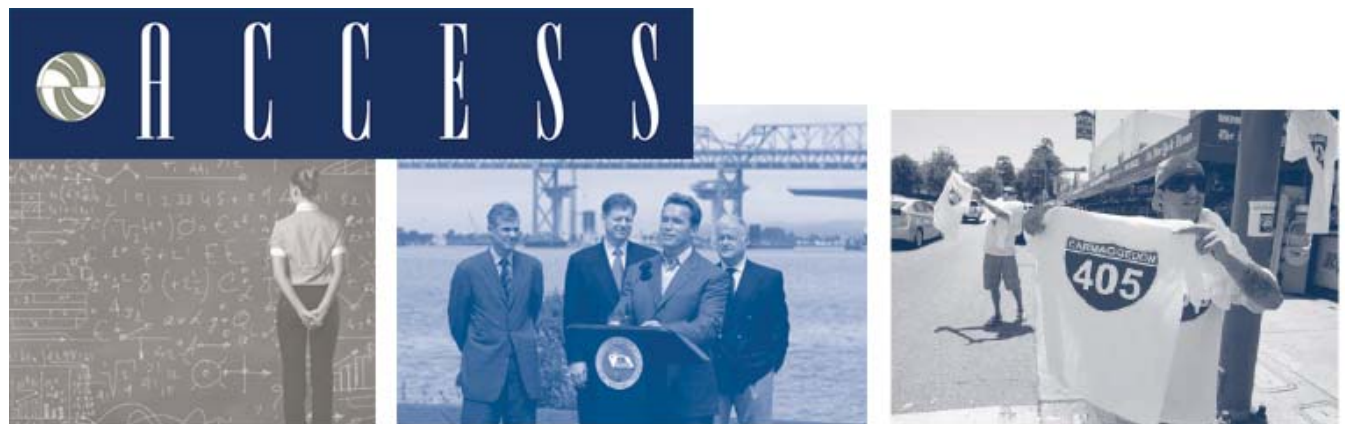
“...it is likely that other factors affect crime more than housing investments and that these subsidies were not extensive enough in the typical neighborhood under examination.”

Lens’ winning paper for the Housing Policy Debate competition, titled “Employment Accessibility Among Housing Subsidy Recipients,” analyzes how the location of subsidized housing affects housing recipients’ employment opportunities. Utilizing a new measure he developed for job accessibility, Lens found that those living in public housing are closer than any other group of housing subsidy recipients to employment opportunities. However, they are also highly concentrated among the low-skilled unemployed individuals that serve as their competition for most jobs.

“Although people think that most of the job growth is happening in the suburbs, there is actually more growth in central cities,” states Lens.

RECOGNITIONS

NATIONAL PLANNING AWARD WINNER



ACCESS Magazine, which reports on research funded by the University of California Transportation Center, received a National Planning Excellence Award for a Communications Initiative from the American Planning Association. The award, which celebrates efforts to “tell the planning story” by increasing awareness and understanding about the planning profession, was presented at a special luncheon during APA’s National Planning Conference in Atlanta on Tuesday, April 29, 2014.

Currently housed within UCLA Luskin’s Institute of Transportation Studies, and managed by editor-in-chief Urban Planning professor Donald Shoup and managing editor John Mathews, ACCESS was launched 21 years ago by Berkeley planning professor Mel Webber. ACCESS has consistently made transportation research useful for policymakers and planning practitioners by translating academic research into readable articles intended for a lay audience.

With more than 8,500 subscribers and 1,000 website visitors per month from more than 60 countries the biannual magazine helps bring academic research into the public policy debate. Its accessible writing style and widespread fan base has led to numerous requests to reprint articles, including translated versions for international publications, such as the leading Chinese journal Urban Transport of China.

“As a teacher, I regularly assign ACCESS articles because students love them. In both style and substance, the articles are compelling enough to draw students into a conversation in ways that standard, dry academic writing cannot.”

- Joe Grengs, Associate Professor, University of Michigan Taubman College of Architecture and Urban Planning

Research published in ACCESS also inspires the implementation of new public initiatives. For example, San Francisco’s SFpark, a program that prices parking by demand, stemmed in part from ACCESS articles.

“ACCESS Magazine has undoubtedly increased public awareness of the transportation and planning industry. The magazine presents study findings in an engaging and comprehensible manner, helping to spread sustainable planning ideas to a global audience.”

- Ann C. Bagley, FAICP, Chair of the 2014 APA Awards Jury

The magazine also received the 2012 Organization of the Year award from the California Transportation Foundation and was nominated for the 2013 White House Champions of Change Award. The publication is funded by the U.S. Department of Transportation and Caltrans. To learn more about ACCESS and sign up for a free subscription, visit uctc.net/access.

PARKLET TOOLKIT RECEIVES NATIONAL PRAISE



Reclaiming the Right-of-Way, a comprehensive toolkit on planning methods to encourage neighborhood walkability and complete streets design, has been named a recipient of a National Planning Achievement Award for Best Practice, presented by the American Planning Association.

The award is the latest in a string of honors for the toolkit, which is led by program manager Madeline Brozen and UCLA Luskin Urban Planning professor Anastasia Loukaitou-Sideris through UCLA Luskin's Complete Streets Initiative. Local and regional APA chapters had previously recognized the project's contributions to planning theory and practice.

In a letter supporting the project's nomination, Los Angeles City Councilmember José Huizar called the toolkit "invaluable," saying it encouraged the city to try new ideas and "helped the shift toward a healthier, more walkable and enriching public realm gain a stronger foothold in Los Angeles." Additional support came from the L.A. Department of Transportation and the City of Cincinnati.

Though focused specifically on parklet development in Los Angeles, the toolkit provides methodologies and guidelines that can be used by other communities and cities. The City of Pasadena, for example, has proposed installing parklets along Colorado Boulevard. In addition, LADOT has launched a website titled www.PeopleSt.org that offers resources for community members to create and apply for their own public parklet spaces.

Reclaiming the Right-of-Way is the first part of a three-phase effort, made possible by a \$75,000 grant from The Rosalinde and Arthur Gilbert Foundation, that included the publication of the toolkit, installation of two demonstration parklets in Los Angeles, and evaluation of the parklets' impact on the adjoining neighborhoods.

A brief description of the toolkit and award is available on the American Planning Association's website: www.planning.org.

LEWIS CENTER STUDENTS

KELCIE RALPH SELECTED FOR 22ND ANNUAL ENO LEADERSHIP DEVELOPMENT CONFERENCE



UCLA Transportation Policy and Planning Ph.D. student Kelcie Ralph was selected to participate in the 22nd Annual Eno Leadership Development Conference hosted by the Eno Center for Transportation in Washington, D.C. on June 1-5, 2014. The program allows graduate students pursuing transportation-related degrees the opportunity to attend an intensive program with prominent transportation executives in public, private, and non-profit organizations.

The conference provides a first-hand look at the development and implementation of transportation policy, and features meetings with top government officials, members of Congress and their staff. Attendees have a unique opportunity to learn how transportation policy is shaped and applied and to become better equipped for a career in transportation.

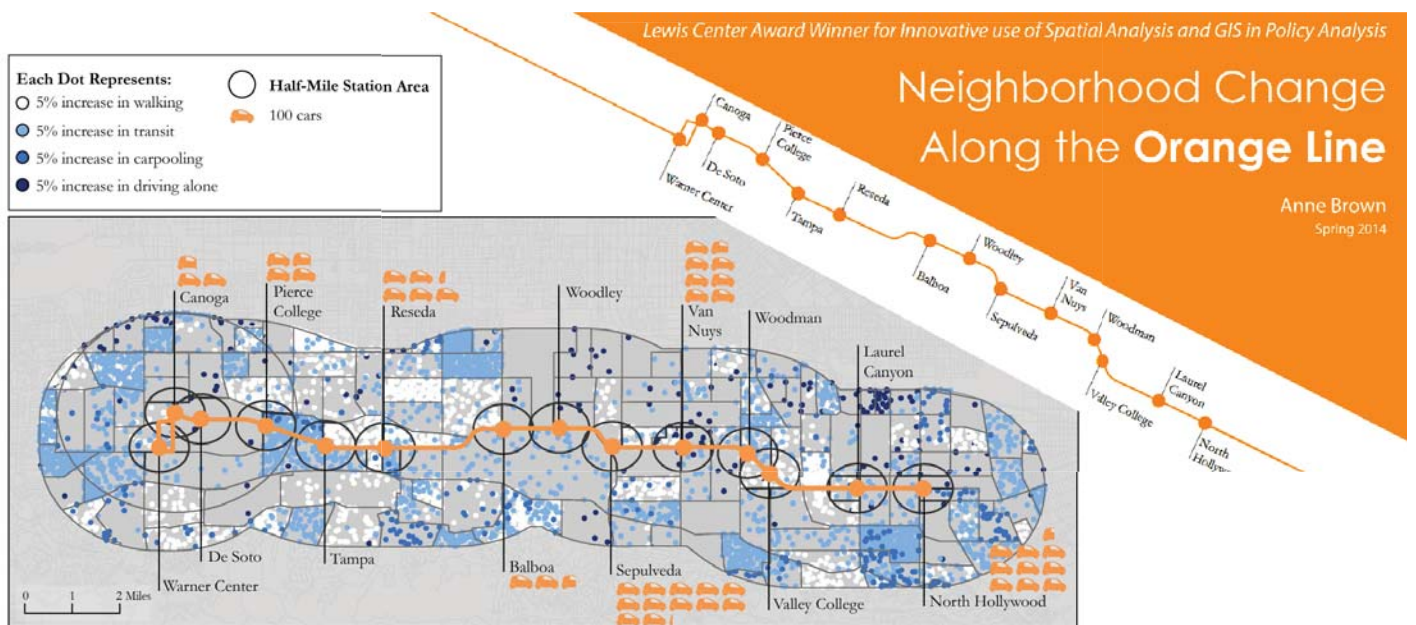
GRADUATE STUDENT RESEARCH GRANTS

Each year, the Lewis Center supports graduate student research on a wide array of topics relating to community and economic development, the environment, housing, and transportation in California. Our Graduate Research Grant program enables students—individually or in small teams—to conduct fieldwork, obtain data, and produce quality reports that would otherwise not be possible without financial support.

This academic year a total of \$4,000 was awarded to support nine graduate student research projects:

- *Neighborhood Change Along the Orange Line*, Anne Brown (Urban Planning)
- *Bus Transit Demand and Patterns in Venice Post-Expo Phase II*, Michael Sahimi (Urban Planning)
- *Transplanted Continuity: Examining the Ethno-Spatial Prospects of the Dawood Bohra Community in Southern California*, Munaim Arfakhashad (Urban Planning)
- *Improving the Performance of Commuter Train in Jakarta, Indonesia*, Keitaro Tsuji, Ika Putri, Izhar Manzoor, Corinne Stubbs (Public Policy)
- *Rethinking Taxi's Value in Urban Mobility-analysis using GPS Data in Beijing*, Yifan Zhang (Urban Planning)
- *Evaluating LA Express Park*, Dhoreen Zhao (Urban Planning)
- *Improving Bike-and-Ride in Orange County*, Rosa Sanchez (Urban Planning)
- *Alternatives to Automobile Level of Service in CEQA Analysis*, Tim Black (Urban Planning)
- *The Potential Social Justice Implications of Eco-certification; The Case of Natural Rubber Production in Bungo District, Indonesia*, Sean Kenedy (Urban Planning)

2014 GEOGRAPHIC INFORMATION SYSTEMS CONTEST WINNERS



1st Place: *Neighborhood Change along the Orange Line* by Anne Brown (poster detail featured above)

2nd Place: *Transportation and Climate Change Adaptation: A Geospatial Investigation of Vulnerability and Resilience in Los Angeles County* by Chelsea Richer

3rd Place: *Does the LA Bike Plan 2010 Serve the Right Areas? – Spatial Analysis of Bicycle and Pedestrian Hot Spots and LA Bike Plan 2010* by Hyeran Lee

Honorable Mention: *Grading Garcetti's Great Streets: A Spatial Analysis of Mayor Garcetti's Great Streets Initiative* by Steven Katigbak

DWIGHT DAVID EISENHOWER TRANSPORTATION FELLOWSHIP WINNERS

This past spring, the U.S. Department of Transportation's Federal Highway Administration awarded Dwight David Eisenhower Transportation Fellowships to second-year Master of Urban and Regional Planning student Anne Brown, and Transportation Policy and Planning Ph.D. students Jaimee Lederman and Kelcie Ralph.



The award, established as part of the Intermodal Surface Transportation Efficiency Act of 1991, recognizes students pursuing transportation-related degrees and aims to attract the brightest minds in the field to the transportation workforce.

EVENTS: BUILDING THE SMART METROPOLIS

2013 LAKE ARROWHEAD SYMPOSIUM

SMART TECHNOLOGIES, SMART POLICIES

Land development, transportation infrastructure, and the laws and institutions that govern them evolve gradually. By contrast, technologies – and in particular information and communications technologies – are changing the way we live, do business, and travel at breakneck speed. The 23rd annual UCLA Lake Arrowhead Symposium explored the implications of recent and foreseeable future technological innovations for transportation, land use, and environmental policy and planning.



On Sunday, October 19, 2013 policymakers and thought leaders from around the country convened in Lake Arrowhead, California for a three-day symposium on the relationship between technology, data, transportation and land use planning, and the environment. The event, entitled *Smart Technologies, Smart Policies* was the 23rd annual installment in a series of relatively intimate, carefully curated symposia sponsored by the UCLA Lewis Center for Regional Policy Studies. This year, the panels and participants dealt with such questions as: How can the public sector be responsive to the fast-pace and great uncertainty that technological change presents? How are city governments using more data and new technologies to plan and manage transportation systems in innovative ways, from smart parking meters to taxicab GPS to open transit data feeds? What new institutions, regulations, and systems are needed to deal with a changing technological world? Overall, the Symposium focused on advances in information and communications technologies and how they have dramatically changed the way we collect and consume data.



A key takeaway from the event was that the increased role of data and technology in the transportation and land use system will change the government's role managing cities and regions and planning for future change. A recurring question, posed throughout the symposium, was how government will be able to make decisions in fast, contingent, flexible ways in the face of uncertainty?

At the final session, Lewis Center Director Brian Taylor offered closing thoughts on just that topic. He reiterated that the public sector moves slowly for some admirable reasons, including the democratic, participatory process that gives voice to minority views. Finally, he noted that information can be threatening to decision-makers, and that data-driven processes take power away from elected officials. This, in addition to low agency tolerance for risk, poor information-technology capacity, capital bias, and other structural conditions of the public sector, can be a reason that agencies are slow to adopt data-driven processes.

THE 7TH ANNUAL UCLA DOWNTOWN L.A. FORUM ON
TRANSPORTATION, LAND USE, AND THE ENVIRONMENT

digital cities smarter transportation

How is the ubiquity of smart phones, internet connectivity, and real-time information changing transportation? With innovators like Google and start-ups like Lyft entering the transportation arena, what role can government play? On March 20, 2014, planners, policymakers, professional, and thought leaders convened at the Japanese American National Museum in downtown Los Angeles to explore these questions. The forum, entitled *Digital Cities, Smarter Transportation*, was arranged by the UCLA Lewis Center for Regional Policy Studies and the UCLA Institute of Transportation Studies

Panelists discussed recent, far-reaching changes. Parking meters can now communicate with a central server to set prices, and streets can sense whether or not parking spaces are occupied and whether or not the adjacent meter has been paid. Professor Ginette Wessel explored the connection between the rise of social media and the popularity of food trucks. Websites and mobile applications are driving the evolution of local government service delivery and creating the “context-aware city,” as described by Peter Marx, the Chief Information Technology Officer for the City of Los Angeles. And what about self-driving cars? UC Berkeley researcher Steven Shladover popped the mainstream media’s bubble, saying that these aren’t coming in anybody’s lifetime. Lyft’s Director of Community Relations, Emily Castor, and her regulatory counterpart Carol Brown from the California Public Utilities Commission, engaged in an open discussion about Transportation Network Companies.



How are all these things connected? What do these mean for Los Angeles and for local planners and policymakers? Hasan Ikhrata, Executive Director of Southern California Association of Governments, focused on the government’s role in regulating the private sector. He implored the policymakers in the audience to “let people innovate.” He also called for less reliance on household transportation surveys and pointed toward other, more rapidly available data sources.

Finally, Lewis Center Director Brian Taylor closed the event. There is an unspoken discomfort among planners with anything that improves the vehicle system, he said, and this discomfort will continue as technological advancements continue to improve vehicles and roadways. Dr. Taylor also identified “pilot projects” as a way to cope with rapid change as an important recurring concept throughout the day.

EVENTS

UCLA IN DC

The 2014 Annual Transportation Research Board Meeting in Washington D.C.

The Annual Meeting of the Transportation Research Board in Washington, D.C. is always a reunion of sorts for UCLA students, faculty, and alumni who study transportation. The program is quite extensive, with nearly 800 sessions throughout the five-day meeting and over 12,000 transportation professionals in attendance. Amid these crowds, one could almost always find a fellow UCLA scholar within eyesight. UCLA sent presenters to 20 sessions this year, including Professors Brian Taylor and Evelyn Blumenberg who spoke to a standing-room-only crowd as part of a panel discussion on millennials and travel behavior.

Over 150 guests packed into the annual “UCLA in DC” reception hosted by the Lewis Center and the Institute of Transportation Studies at La Tomate Bistro. Director Taylor gave the door prizes, including one for most TRBs attended, which went to Professor Emeritus Martin Wachs, who has attended 50.



COMPLETE STREETS INITIATIVE MANAGER MADELINE BROZEN AT UCLA'S 2013 GIS DAY



Madeline Brozen, Manager of the Lewis Center’s Complete Streets Initiative, delivered a presentation entitled “Bicycle Count Data Clearinghouse” at UCLA’s GIS Day 2013 program at the Charles E. Young Research Library on Wednesday, November 20.

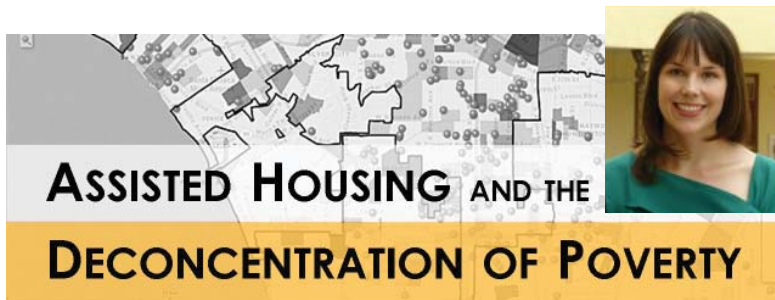
BRIAN TAYLOR ADDRESSES THE FUTURE OF THE 710 FREEWAY AT ZOCALO EVENT

In May, Lewis Center Director Brian Taylor participated in a panel discussion on the future of the 710 freeway. The event, *Figuring Out the 710 Freeway’s Future*, was hosted by Zocalo Public Square. To find out more about what the panelists suggested should be done, read Zocalo’s event recap and view a video of the event at zocalopublicsquare.org.



Prior to the program, Professor Taylor was interviewed in the green room about what it’s like for a transportation expert to be stuck in traffic. Here’s what he had to say:

I actually try to think about why I’m not given priority as a traffic expert. My kids love to say, “Who’s responsible for this, Dad? What kind of moron is responsible for a system that’s chronically clogged every day?” But I’m not in traffic much because I live very close to where I work.



This past April, Dr. Ann Owens, Assistant Professor in the Department of Sociology at USC, visited the Lewis Center as part of its 2013-14 Housing & Economic Development Lecture Series to speak about her research on the effects of federal housing policy on the deconcentration of poverty.

Lecturing to a packed room of over 60 persons, Dr. Owens explained that U.S. housing policy has become tasked with addressing racial and class-based inequities and alleviating poverty. Federal housing policy since the '80s has sought to decrease poverty concentration through the demolition and replacement of existing public housing with mixed-income projects and income supplements such as Section 8 vouchers and the Earned Income Tax Credit, designed to allow the poor to relocate to higher income areas.

Did this work? Using Census data for the 100 largest urban areas in the U.S., and carefully chosen tract-based measures of poverty and assisted housing unit concentration, Dr. Owens found no relationship between the dispersion of assisted housing units and the deconcentration of poverty from 1980-2000, and only a very modest relationship after 2000. She theorizes that people with wealth avoid neighborhoods where there are assisted housing units, and that housing assistance programs touch only a fraction of the poor. Dr. Owens concluded by suggesting that other policies such as place-based investments could be more effective in improving poverty neighborhoods.

MEASURING THE ECONOMIC IMPACT OF STREET IMPROVEMENTS IN NEW YORK CITY

Eric Lee, the president of management consulting firm Bennett Midland LLC, visited the Lewis Center last November to present his firm's innovative work regarding the economic impacts of reallocating street space in New York City for dedicated bikeways, pedestrian improvements, and bus lanes. Quite dramatic changes, such as parking-protected bikeways and the conversion of parking into pedestrian plazas, have taken place in New York City in recent years. Mr. Lee's research asks, "Will these changes hurt economic activity?"



Mr. Lee's firm compared quarterly sales tax receipts from retail and service-oriented businesses that depend upon customer access in 11 selected study corridors with comparison corridors — chosen to have similar scale and use — as well as with borough-wide sales tax data. Mr. Lee presented a series of graphs to illustrate his firm's ultimate finding: 8 out of 11 study corridors outperformed comparison sites, which indicates that these type of street improvements "do not harm" economic activity and may even promote it.

A long and lively question-and-answer session followed Mr. Lee's talk. The well attended event showed that there is considerable interest in the question of economic impact from local transportation improvements and in quantitative data analyses that examine this question. The Lewis Center plans to undertake a major research project in the upcoming year devoted to examining this issue in California.

NEWS & UPDATES

LEWIS CENTER WELCOMES NEW ASSOCIATE DIRECTORS, RESEARCH STAFF

In the fall of 2013, the Lewis Center welcomed two new Associate Directors, Dr. Michael Lens and Juan Matute. Dr. Mark Garrett and Herbie Huff also joined the Lewis Center as Research Faculty and Research Associate, respectively.



Juan Matute is a lecturer in the UCLA Department of Urban Planning and at the UCLA Institute of the Environment and Sustainability. He is also a faculty affiliate of UCLA's Grand Challenge program.



Michael Lens is an Assistant Professor of Urban Planning at UCLA. His research focuses on disparate outcomes resulting from inequities in housing markets, neighborhood stratification, and effects of housing subsidy programs.



Herbie Huff previously worked as a transportation planner focusing on bicycle and pedestrian planning and received her master's degree in urban planning from UCLA.



Before joining the Lewis Center, Mark Garrett taught land use and sustainable urban development courses at Saint Louis University School of Law. He holds a master's degree in urban planning and a law degree, both from UCLA.

BRIAN TAYLOR SELECTED TO CHAIR THE TRANSPORTATION RESEARCH BOARD'S INNOVATIVE URBAN MOBILITY SERVICES: ISSUES AND OPPORTUNITIES COMMITTEE



The Transportation Research Board recently named Lewis Center Director Brian Taylor chair of its ad-hoc committee on Innovative Urban Mobility Services: Issues and Opportunities. Professor Taylor will lead the twelve-member committee in examining the growth of new on-demand and peer-to-peer mobility services.

The committee will explore the implications these services, also known as transportation network companies, have for consumers and existing transportation services. The study aims to identify policy, regulatory, and other issues that policy makers will need to consider as they consider regulating these services, including reforming the existing regulatory structure for taxi, limousine, and transit services.

TOLL BROTHERS:

MARTIN WACHS AND BRIAN TAYLOR PEN OP-ED SUPPORTING PERMANENT HOT LANES



photo credit: LA Times

Professor Emeritus Martin Wachs and Lewis Center Director Brian Taylor authored an article in the Los Angeles Register in support of creating permanent high-occupancy toll (HOT) lanes on 14 miles of the Interstate 10 (the San Bernardino Freeway) east of downtown and 11 miles on the Interstate 110 (the Harbor Freeway), south of downtown. The lanes, which had been part of an LA Metro pilot program, were subsequently made permanent by the Metro Board.

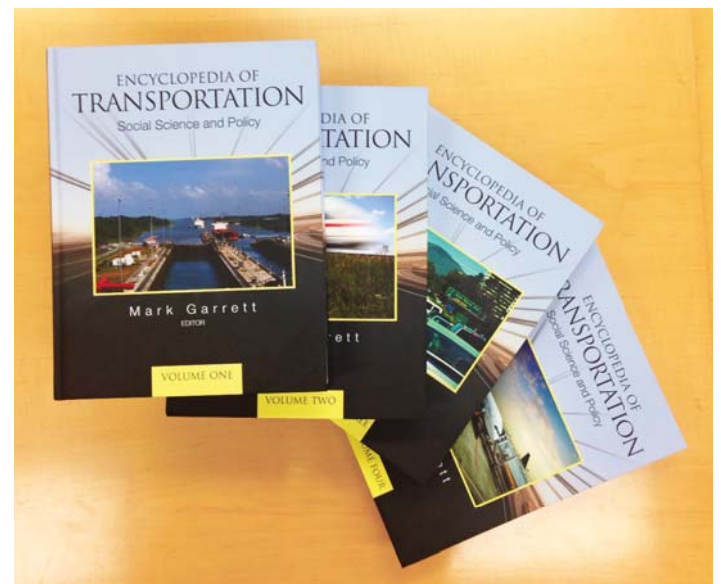
PUBLISHED:

ENCYCLOPEDIA OF TRANSPORTATION

EDITED BY MARK GARRETT

Sage Publications, Inc. recently published the *Encyclopedia of Transportation: Social Science and Policy*, edited by Lewis Center Research Faculty Mark Garrett.

This four-volume reference work explores the topic of transportation through the lens of current social, economic and policy aspects, across multiple disciplines within the social sciences and related areas, including geography, public policy, business, and economics.



SEEN & HEARD



“We blame pervasive urban traffic congestion on the necessity to commute. But cities were congested before we commuted, and likely will remain so in what is gradually becoming a post-commuting world of work.”

Lewis Center Faculty Fellow and Professor Emeritus Martin Wachs on a *Very Brief History of Why Americans Hate Their Commutes* in AtlanticCities.com

“You might have poor performing service on lines for which a few people depend on greatly and other lines carrying a very large number of riders that really warrant additional service and get more bang for the tax-payer buck. These kinds of trade-offs create tensions all the time.”

Lewis Center Director Brian Taylor on *Which Way LA* regarding Metro cutbacks to service on a number of bus lines that potentially impact elderly and lower-income transit riders

“If people think it is going to completely revitalize an economic area, they are engaging in wishful thinking. Its effects are likely to be limited.”

Brian Taylor in a KCRW interview on the economic effects of light rail and subway lines



“Although the decrease in driving and uptick in other forms of transportation seems promising, the study suggests an overall drop in the number of trips that could be cause for concern. . . It’s not better for society if we reduce auto travel by having people who are stuck home and can’t afford to get out.”

Brian Taylor, quoted in the L.A. Times on a Caltrans study showing that Californians are growing less reliant on cars while walking, biking, and transit trips are on the rise

“One of our problems is that we’ve tried to manage this extremely valuable resource with very little use of the price system. We have restrictions on how long you can park, but we don’t charge market rates except now in downtown.”

Lewis Center Faculty Fellow and Distinguished Professor of Urban Planning Donald Shoup in an L.A. Times interview on Parking Meters and Policy



“Many pedestrians are worried about heavy traffic and areas with vehicles traveling at high speeds which are unpleasant to experience while walking. Adding features like street trees can serve dual purposes; providing vehicles with visual clues they should slow down and shade for people walking along the street.”

Madeline Brozen, Lewis Center Assistant Director, quoted by the L.A. Register on the beautification of Pico Boulevard

“The people mover scenario makes the most sense. There’s a lot of land available to build a world-class arrival center. Then from there, running a people mover will allow a higher capacity of people to enter the airport.”

Juan Matute, Lewis Center Associate Director, in a New York Times Article on rail plans to LAX



“The City has added more bike lanes in the last two fiscal years than in the previous thirty fiscal years combined.”

Lewis Center Researcher Herbie Huff interviewed by *Voice of America* on increasing provisions for bicyclists in urban planning

PEOPLE

ADMINISTRATION & RESEARCH



Frank D. Gilliam, Jr.
Dean
UCLA Luskin School of Public Affairs



Brian D. Taylor
Director



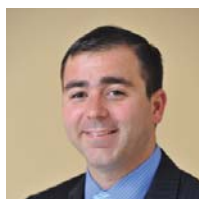
Yasmine Diaz
Operations Manager



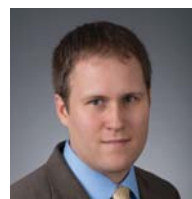
Mark Garrett
*Research Faculty and
Communications Associate*



Anastasia Loukaitou-Sideris
Associate Dean
UCLA Luskin School of Public Affairs



Juan Matute
Associate Director



Todd Gauthier
*Communications &
Events Manager*



Herbie Huff
Research Staff



Michael Lens
Associate Director



Norman Wong
*Data and Information
Technologies Manager*



Madeline Brozen
Assistant Director

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**Anastasia
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Paavo Monkkonen
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 Social Welfare, and
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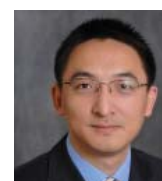
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