



Kingdom of the Netherlands

Workshop Design Brief

ThinkBike Workshops A Dutch Boost to Los Angeles' Bikeability

September 22-23, 2011

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In co-operation with:
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Purpose of this Workshop Design Brief

This Workshop Design Brief is intended to provide a framework to prepare all participants in the ThinkBike Workshop to work together. This Brief is written in co-operation between Fietsberaad International and the participating organizations in Los Angeles.

The workshop on cycling policy and facilities will take place in Los Angeles, California on September 22 and 23, 2011.

Chapter 1 of this document describes the goal and method of the workshops.

Chapter 2 shows the program for the two days.

Chapter 3 gives a short description of the situation in the Netherlands.

Chapter 4 describes the current situation in Los Angeles.

Chapter 5 elaborates on the composition of the teams.

Chapter 6 shows the study areas in the City of Los Angeles.

And finally chapter 7 provides some web resources that can be used as a reference by the teams.



1 Description of the Workshop

Objectives of the workshops

The workshops have the following objectives:

- a. An exchange of views on bicycle policy and bicycle facilities applied in a practical situation (street, corridor or area) in Los Angeles and possible integration of Dutch ideas and best practices in the Los Angeles situation;
- b. To disseminate the philosophy and principles behind the Dutch approach to promote cycling and the possibilities to implement elements of the same in Los Angeles, e.g. learn to plan traffic facilities from a cyclist's perspective;
- c. To discuss Dutch methods of marketing and communication and long term strategy for bicycle promotion.

Method of working in the workshops

The core activity of the workshops is to brainstorm and work out solutions for three design assignments and to develop elements for a marketing and communication campaign and a long term strategy to promote cycling. The description of these areas is included in this Workshop Design Brief in chapter 6c.

Results of the workshops

There will be two main results of the workshops

- a. A presentation on the outcomes of the three design teams and the long term strategy workshop. The presentations will be given in the end of the second day to a broader audience.
- b. A final report for distribution to the team members, decision-makers and the public.



2 Program

Wednesday, September 21, 2011

Time	Subject	Audience	Venue
2:00–4:00pm	Dutch experts explore Los Angeles study areas by bike together with some local experts	Small group of team members	Bikes arranged by local partners

Thursday, September 22, 2011

Time	Subject	Audience	Venue
8:30-9:00am	Bicycle storage available for team members bringing bicycles.	Team members	City Hall, 5 th Floor Room 501
8:30-9:00am	Registration and Refreshments	Team members; other staff of city, county, NGO and the public	City Hall, 3 rd Floor Council Chambers
9:00-10:30am	Welcome and introduction of Dutch experts and local officials. Overview of workshop and the Dutch process of transportation planning and design.	Team members; other staff of city, county, NGO and the public	City Hall, 3 rd Floor Council Chambers
10:45-Noon	Team members get together to discuss problem statements for Los Angeles locations and background info.	Team members	City Hall, 5 th Floor Room 501
Noon-1:00pm	Lunch (to be brought in)	Team members	City Hall, 5 th Floor Room 501
1:00-3:30pm	Field review of study areas by bike	Team members	On bicycles!
3:30-7:00 pm	Work on design solutions.	Team members	LADOT, CalTrans Building Main Conference Room

Friday, September 3, 2011

Time	Subject	Audience	Venue
8:30am-Noon	Work on design solutions and prepare presentation	Team members	LADOT, CalTrans Building Main Conference Room

Time	Subject	Audience	Venue
Noon-1:00pm	Lunch (to be brought in)	Team members	LADOT, CalTrans Building Main Conference Room
1:00-2:00pm	Work on marketing and communication to promote the use of the bicycle in the study area and in general	Team members	LADOT, CalTrans Building Main Conference Room
2:00-3:00pm	Teams discuss main results and prepare presentations	Team members	LADOT, CalTrans Building Main Conference Room
3:30-5:00pm	Final presentation	VIP audience: Mayor(s), Commissioners; Managers; NGO's; press and the public	LAPD Deaton Hall Auditorium 100 W 1st St
5:00-6:00pm	Closing reception	All participants	Angel City Brewing 216 S Alameda St Los Angeles, 90012

Workshop materials

The teams will be provided with:

- Meeting and breakout rooms (capacity min. 15 people)
- 1 laptop computer with Internet access; Powerpoint; MS Word
- Projector
- Flip chart
- Large scale maps (analog and preferably also digital)
- Overview maps (analog and digital)
- Transparencies (to lay over large scale maps)
- Drawing material
- Bicycles for team members to ride to study areas for field review

Final presentation

To get an idea of what the final presentations should look like, please see the ones given in Toronto and Chicago:

[Final Presentation: Toronto](#)

[Final Presentation: Chicago](#)

The presentations should include (apart from the introduction and the reason for the solutions chosen):

- A map with an overview of the existing situation and the preferred developments
- Cross-sections

- A drawn impression of what the streets and public realm will look like after implementation solution.
- Reference photographs of Dutch situations when available and to clarify the ideas.

Target audience for the final presentation

It is nice to have a good representation of the people who are already enthusiastic about cycling. But it is also important to avoid “preaching to the choir.” Therefore it is strongly advised to look for an audience that is neutral to critical about bicycle promotion. It is also useful to invite road and highway design planners and management; people representing project developers, retailers, real estate agents, and so on.

3 Cycling in the Netherlands

A broad overview of Cycling in the Netherlands can be found in the generic presentation of Cycling in the Netherlands; the brochure “Cycling in the Netherlands” and “Fietsberaad publication 7: Bicycle Policies of the European Principals: Continuous and Integral” (see Reference list for links). To the Dutch, the “Design Manual for Bicycle Traffic” is the handbook for all the bicycle facilities and more.

Introduction

The Netherlands is one of the most densely populated countries in the world with more than 16 million inhabitants. The capital and the largest city is Amsterdam with approximately 750,000 inhabitants in the city area.

Almost all Dutch cities have qualities that make bicycling – and its attendant health, environmental and economic benefits – so prevalent. Thirty-eight percent of commuter trips made by people living in Amsterdam are made by bicycle. The number of bicycles in Amsterdam exceeds the number of inhabitants.

As the Netherlands is by far the country with the highest bicycle use in Europe, the bicycle percentage in the modal split in this country has been approximately 26% for all trips over the last decades. If one looks at shorter distance trips (up to 7.5 kilometers = 4.66 mile), around one third (33%) of all the trips in the Netherlands are made by bicycle. The Dutch cities of Groningen and Zwolle have the highest cycling rates with percentages around 50%, while cities with the lowest bicycle use rank between 15% and 20%.

Bicycling in the Netherlands is truly a mainstream activity. It is done by all genders (women cycle even more often than men) and all ages. Girls between 12 and 16 years of age cycle on average 7 km (4.5 miles) per day. 60% of the population uses a bike at least 3 times per week, 80% at least once. It is done for all purposes (25% of the commuting trips are done by bike, around 70% of the trips to high school and about a third of the shopping trips). Cycling has a very good image in the Netherlands. The use of the bike is so common in the Netherlands that nobody considers him- or herself a “cyclist.”

Cornerstones of Dutch bicycle policy

Dutch bicycle policy has two cornerstones:

1. Cycling for enjoyment: It cannot be stressed enough that almost everybody enjoys cycling: it is a fun thing to do; it is convenient; feeling the wind through your hair; it is easy contact with others; it presents no parking problems; and so on.

2. Five main requirements for a bicycle friendly infrastructure:

- Directness
- Attractiveness
- Cohesion
- Safety
- Comfort

Basic design principles

These are the basic design principles from the Netherlands:

- Road categorization: some roads are predominantly for (fast moving) motorized traffic; others are specifically for bikes or mixed traffic (with traffic calming);
- Colored pavement on all the bike lanes (red, in the case of the Netherlands);
- Continuation of the colored bike lanes on intersections in cases where the bike has priority;
- Choose for separate cycle facilities where possible;
- Create bike boxes on intersections with a combined lane for straight-going and right-turning traffic in order to prevent cyclists being cut by right-turning cars;
- Create separated bike paths at the right side of parked cars in order to prevent 'dooring' and to have cyclists protected by parked cars from traffic;
- Allow contra-flow bike traffic in one-way-streets.
- Create bike boulevards or bike streets



4 Cycling in Los Angeles

Los Angeles is typical of most large urban areas in the US in regards to cycling. The transportation system is dominated by automobiles and more people use a bicycle for social or recreational purposes than for practical trips. Bicycle use is higher in neighborhoods that have a mix of residential and commercial land uses and in areas with greater poverty.

Environment: The climate and topography of Southern California create an ideal environment for cycling throughout the year and many residents enjoy an active, outdoor lifestyle. These factors suggest that the potential for cycling is much greater in Los Angeles than the currently observed levels.

Infrastructure: There is a variety of bicycling infrastructure throughout Los Angeles, including shared-use paths for bicyclists and pedestrians and bike lanes on roads. The majority of bicycling, however, currently takes place on public roads in mixed traffic without special provisions for bicyclists.

Policy: Improving conditions for bicycling is supported by policies in Los Angeles. The City of Los Angeles adopted an update to its Bicycle Plan in March, 2011, expanding the future bikeway system to over 1,680 miles of facilities. The City has committed to implementing 200 miles of bikeways every 5 years until the system is complete. The City currently has approximately 340 miles of bikeways.

Safety: In 2008 there were 108 collisions involving bicyclists resulting in severe injuries or fatalities in the City of Los Angeles, accounting for 7.6% of all collisions citywide. This number of collisions is consistent with the figures from the years 2000 to 2007. While the number of total collisions citywide has steadily decreased in the same time period, the number of collisions involving cyclists has remained consistently between 5.5% and 7.6%.

Bike & Ride: The Los Angeles transit system supports the integration of mass transit and bicycling through their "Bike & Ride" program. Bike racks are available at all Metrorail stations and other transit hubs to make rail and bus service more accessible to patrons that are beyond walking distances. Bicycles are allowed on all Metro Rail and MetroLink Systems, and all Metro buses have front racks that carry two bicycles, increasing the number of destinations served by transit.

Bicycle usage: Census data provides information about the number of bicyclists commuting to work each day. Based on the 2000 Census, the City had 3,694,820 people of which 2,713,509 were adults (18 years of age or older). Of this adult population 1,433,200 are categorized by the Census as commuters, and of these commuters 9,029 or 0.61% commuted to work by bicycle each day. Since 2000, interest in bicycling has continued to grow and the 2008 American Community Survey revealed that the City's share of bicycle commuting rose from its 2000 level of 0.61% to 0.90%, which is a full 48% increase in eight years. There are also studies that estimate as many as 5.3% of adults bicycle at least once a week, another 16% monthly, and 40% annually (Source: 2010 LA City Bicycle Plan). According to the 2000 Census, 2.4% of school-aged children bicycled to school.

5 Composition of teams

There will be three teams in the workshop in Los Angeles. Each team has up to 12 members, including one or two Dutch members and ten to eleven local members. The idea of this 'mixed' team is to encourage information sharing, team building, holistic problem solving and a spirit of cooperation. Both teams will also have at least one general urban or road planner not specifically assigned with bicycle planners. All teams should include planners from the city, the county, the state, and representatives of NGOs and, ideally, the police (LAPD). The tentative composition of teams is as follows:

- **Team Orange** : the Van Nuys Blvd Study Area Team consists of:
 - Richard ter Avest, GoudappelCoffeng
 - Zach Vanderkooy, Bikes Belong
 - Nathan Baird, Los Angeles Department of Transportation
 - Tina Backstrom, Los Angeles Department of Transportation
 - Cullen McCormick, Los Angeles Department of Transportation
 - Emily Yllescas, Los Angeles Department of City Planning
 - Colin Bogart, Los Angeles County Bicycle Coalition
 - Tom Ames, Southern California Institute of Architecture (SCI-Arc)
 - Marisa Alcaraz, Office of Los Angeles City Council Member Richard Alarcon
 - Glenn Bailey, City of Los Angeles Bicycle Advisory Committee
 - Lauren Ahkiam, Pacoima Beautiful
 - Brenda Martinez, Pacoima Beautiful

- **Team Blue** : the Downtown Spring St/Main St Study Area Team consists of:
 - Cor van der Klaauw, Province of Groningen
 - Kit Keller, Association of Pedestrian and Bicycle Professionals
 - Steve Gaur, Los Angeles Department of Transportation
 - Tim Fremaux, Los Angeles Department of Transportation
 - Nick Maricich, Los Angeles Department of City Planning
 - Jennifer Klausner, Los Angeles County Bicycle Coalition
 - Jorge Mutis, Southern California Institute of Architecture (SCI-Arc)
 - Marie Rumsey, Office of Los Angeles City Council Member Jan Perry
 - Kent Strumpell, Los Angeles Bicycle Advisory Committee
 - Valerie Watson, Los Angeles Downtown Neighborhood Council
 - Hilary Norton, FAST
 - Emily Duchon, Alta Planning & Design
 - Lynne Goldsmith, Metro Bicycle Program

- **Team Red**: the Vermont Ave/Jefferson Bl Study Area Team consists of:
 - Hillie Talens, CROW
 - Tonny Bosch, GoudappelCoffeng
 - Michelle Mowery, Los Angeles Department of Transportation
 - Abbass Vajar, Los Angeles Department of Transportation
 - Jojo Pewsawang, Los Angeles Department of Transportation
 - Jane Choi, Los Angeles Department of City Planning
 - Allison Mannos, Los Angeles County Bicycle Coalition
 - Hassan Ismail, Southern California Institute of Architecture (SCI-Arc)
 - Domingo Orosco, Office of Los Angeles City Council Member Bernard Parks
 - David Roberts, University of Southern California Government Relations
 - Halli Bovia, University of Southern California Sustainability Program
 - Tafarai Bayne, TRUST South LA
 - Osbaldo Sanchez, TRUST South LA

The Dutch and local team members will represent a diverse range fields, from city agencies to business, urban planning, bicycle advocacy group, etc. The

members have in common that they share a passion for urban life and that they are excited about employing their unique talents, experience and perspective to create a successful plan for increasing bicycling share in Los Angeles.

6 The design assignment

This chapter is the heart of the Design Brief and describes the design assignment. The first part is the vision of the City of Los Angeles. This vision is an umbrella for every plan made by the team. Every plan must also be developed to reach the goals set by the City. These goals are described in the vision of the city. In the second part, themes are provided. Each team has to work on the two chosen themes. In the third part, study areas in the city are shown. Each team will work on one study area. The last part of this chapter gives a short description of each theme provided in the second part.

a. Vision of the City of Los Angeles

To foster the development of bicycle and pedestrian friendly neighborhoods and commercial centers, enhancing the environment and improving public health and quality of life, making Los Angeles an attractive, healthy and safe place to live, work and play.

b. Themes

A lot of themes on cycling will come up over the course of the workshops. During the workshops it is advisable to look at the solutions chosen from different perspectives. Some of these perspectives are given below:

- *Destinations and origins of bicycle trips*
- *Cycling to school*
- *Bike parking*
- *Bike share systems*
- *Cycling improvement as part of neighborhood improvement*
- *Cycling improvement and improvement of the public realm*
- *Cycling and public transport*
- *Cycling for everyone*
- *Cycling and social safety*
- *Image of cycling*
- *Cycling and health*

c. Study areas

Each team will focus on one of the suggested study areas. Each team will have a bike tour to the chosen area. It is expected that during the bike tour, the team members are more or less familiar with the situation of the study area.

Study Area 1

Study Area 1 is Spring and Main Streets in Downtown Los Angeles. This route is 2 miles long.

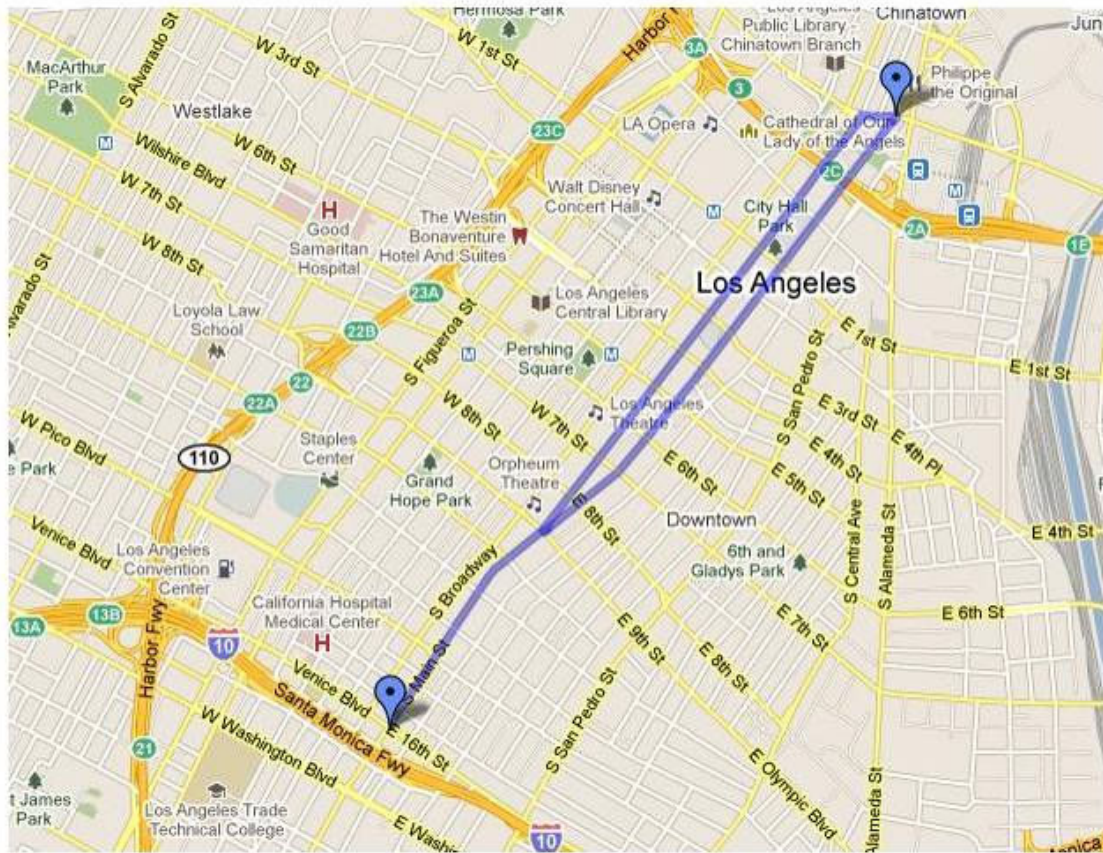


Figure 1

The case study of Spring and Main Streets in Downtown Los Angeles presents a great opportunity to apply the Dutch experience with separated bicycle lanes in the Los Angeles context.

Running through the heart of Downtown Los Angeles, Spring and Main Streets are parallel one way streets. Spring Street is south bound, Main is north bound. Both streets are five lanes wide - with three travel lanes and two parking lanes that are peak hour travel lanes. On both streets, the right parking lane serves as a bus only lane during peak hours. Bicycle use of this lane is allowed.

At 9th Street, the two streets merge and Main Street continues through Downtown into South Los Angeles to 124th Street at the city limit. Heading north out of Downtown, both streets run through Chinatown and into Lincoln Heights and are a vital link between South Los Angeles, Downtown, and Northeast Los Angeles.

Along both streets is a mix of commercial and residential uses through the downtown core. New restaurants, bars, coffee shops, and stores are opening every month in this area. In Chinatown, the streets are primary commercial and heading south of 9th Street on Main Street, the road is primarily commercial with

a mix of industrial uses before returning to a mix of residential and commercial uses in South Los Angeles. There is an ever expanding mix of incomes levels utilizing Main and Spring Streets.

Through the downtown core, Spring and Main have excess capacity and would be ideal pilot studies for separated bicycle lanes. For comparison's sake, the City of Long Beach has done a similar project on 3rd and Broadway and New York City also implemented a similar project on 9th Avenue.

Study Area 2

Study area 2 is Van Nuys Boulevard between Plummer Street and Glen Oaks Boulevard in Los Angeles. The route is approximately 3 miles long.

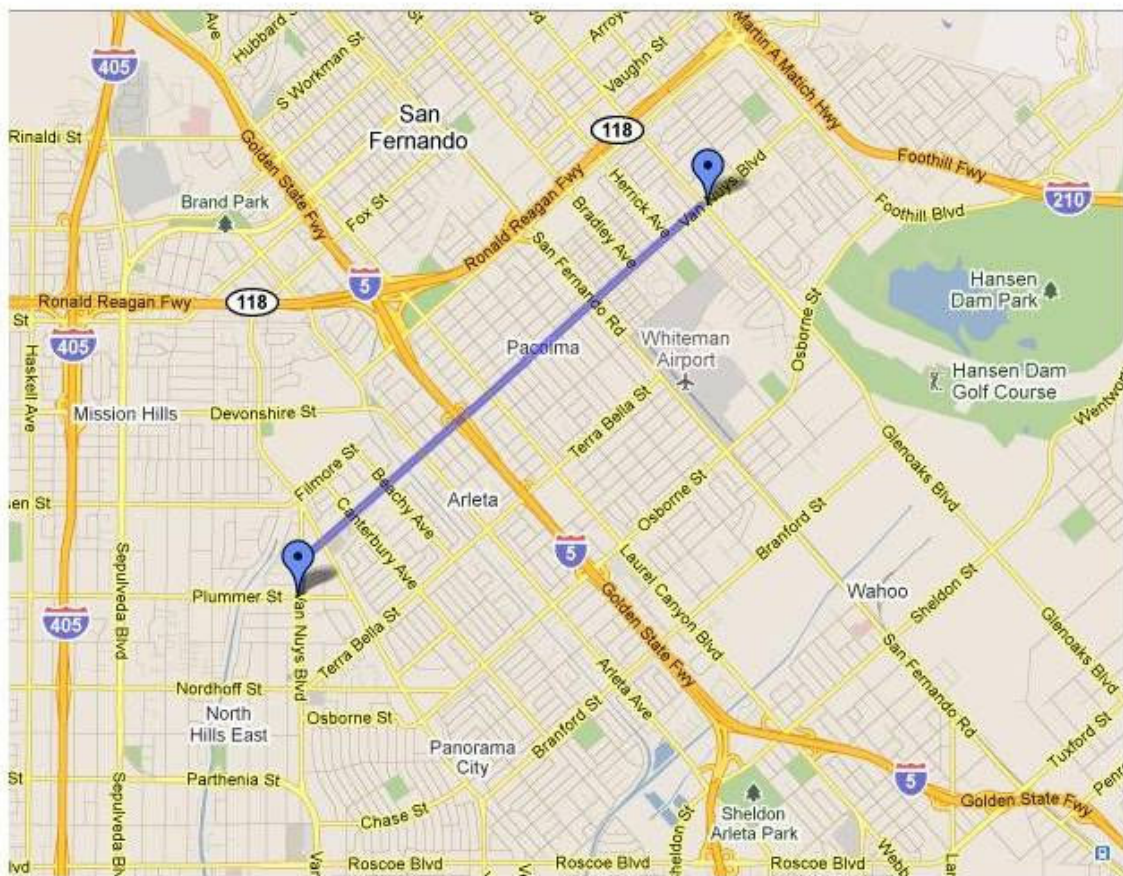


Figure 2

This portion of Van Nuys Boulevard runs through the community of Pacoima and is a heavily travelled commercial corridor. Pacoima is a low-income and dense area in the northeast San Fernando Valley and, although surveys have shown a significant number of cyclists, the community lacks a well-developed bicycle infrastructure. A bicycle facility in this corridor would link two existing bike facilities, a bike lane on Glen Oaks Boulevard and Bike Route on Plummer Street, and could be the spine of the community's local bicycle network.

The particular challenges of this project include:

Enhancing bicycle/pedestrian safety and calming traffic along the corridor. A recent household survey conducted by UCLA Lewis Center for Regional Policy Studies found that most cyclists avoided the corridor because of the lack of a bicycle lane and the speed and frequency of traffic. There is thus a clear need for more bike infrastructure along the corridor.

Of the cyclists counted on Van Nuys during a recent count, over 87% were seen riding on the sidewalk. This indicates a need for cycling infrastructure to provide room for cyclists on the right-of-way and to reduce potential conflicts with pedestrians.

Adding a community asset to spur further development of the neighborhood. There is a significant need for economic and community development in the area. The community lacks green space, sidewalks are in poor repair and other community amenities are also needed. Neighborhood organizations see a bike project along the corridor as a potential catalyst for neighborhood revitalization.

Study Area 3

Study Area 3 is Jefferson Blvd between Vermont Ave and Figueroa St (.9 miles) and Vermont Ave between Jefferson and Exposition (.3 miles) around the USC campus.

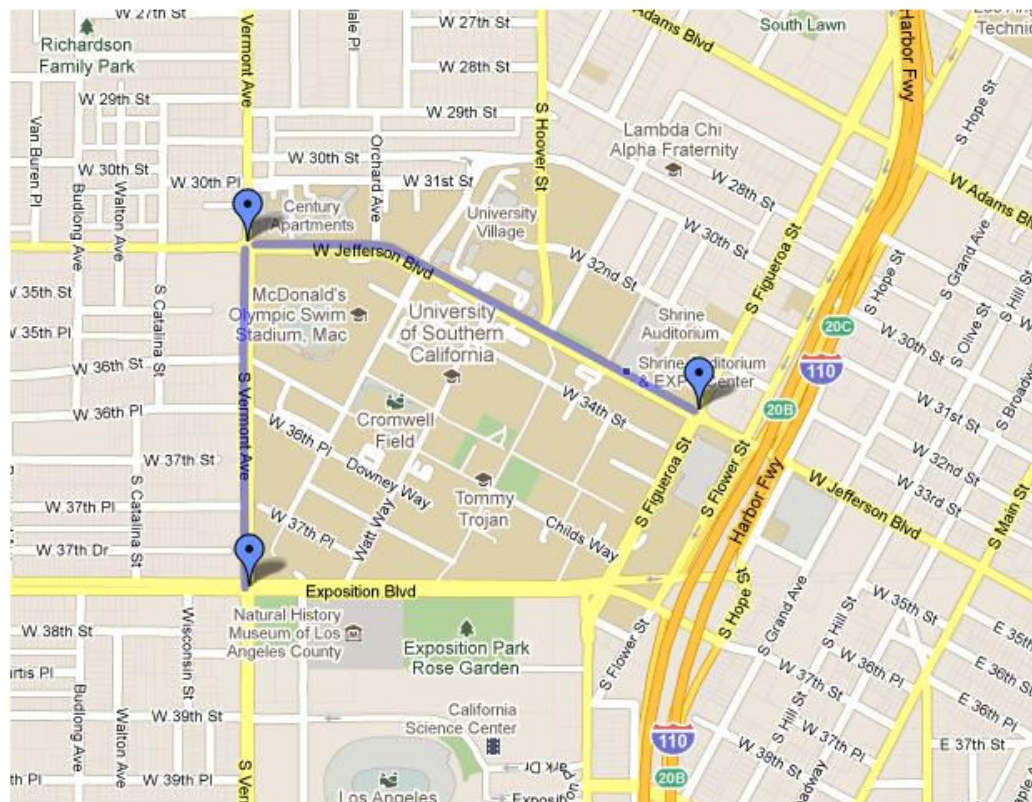


Figure 3

This area is a regional bicycle hub with its density, commercial development, and proximity to major transportation investments (Metro Rapid/Local Bus stops, LADOT DASH service, and the future Metro Expo Line scheduled to open in the late 2011). The corridor is used daily by travelers to the University of Southern California including over 4,000 bicycling students as well being home to the Exposition Park complex with the Los Angeles Memorial Coliseum (1932/1984 Olympic Games), Sports Arena, California Science Center, African American Museum, EXPO Center, Natural History Museum and Rose Garden. In addition, the City of Los Angeles is at work on the development of the Figueroa Corridor Streetscape Project with \$20 million dollars of transportation investment targeted at creating a pedestrian and bicycle friendly solutions for the Figueroa Corridor.

U.S Census data indicates that this area has the highest volume of bicycle-to-work commuters in Los Angeles County. In addition, the area also has a high density of transit dependent community members and pedestrians visiting USC and the Exposition Park complex.

Jefferson Blvd has historically had the highest number of bicyclist/automobile collisions in the City of Los Angeles. Some of this is attributable to the volume of bicyclists in the area but it is speculated that this may also be due to an inattentive student population of bicyclists and a lack of connected bicycle infrastructure. While bicycle lanes currently exist on Hoover north of the USC campus and bicycle infrastructure is funded and in development for Figueroa and Exposition Blvd west of Vermont, no immediate designs are being developed on Jefferson Blvd and Vermont Ave to link all of the new bikeways. These segments provide key links to the bicycling and transit investments being made in the area. In addition, both Jefferson and Vermont are included in the City's 2010 Bicycle Plan for future improvements and the University of Southern California is recommending bicycle infrastructure on Jefferson in its new master plan and is supporting the removal of parking to provide the right-of-way needed for the bikeway treatment(s).

d. Marketing, communication and long term strategy work shop

On the second day of the workshop, the three teams will work together to develop plans for marketing and communications aimed at increasing bike ridership. This part should provide ingredients for a long term approach for promoting bicycling. In order to truly reap the benefits of increased cycling for society as a whole, a substantial part of all trips must be made by bike, e.g. at least 10-15%. Marketing will be an important component of achieving such large gains in bike use.



7 Resources

This chapter contains a detailed overview of web resources which can be used by the teams for preparation purposes.

General

- Wikipedia about sustainable mobility
http://en.wikipedia.org/wiki/Sustainable_mobility
- Wikipedia about mobility (utility) cycling
http://en.wikipedia.org/wiki/Utility_cycling
- A definition of mobility management
<http://www.ecomm2009.eu/index.phtml?id=1545>
- An interesting German campaign to make cycling hip and cool
<http://www.radlust.info/en/>
- Cycling Rules!
<http://www.cyclingrules.org>
- Cycle Chic from Copenhagen
<http://www.copenhagencyclechic.com/>
- Website from an Amsterdam bicyclist to inspire others
<http://amsterdamize.com/>
- Bikes Belong Coalition
<http://www.bikesbelong.org/>
- Association for Pedestrian and Bicycle Professionals
<http://www.apbp.org/>
- Institute for Transportation Engineers; Pedestrian and Bicycle Council
http://www.ite.org/councils/Ped_Bike/index.asp
- National Association of City Transportation Officials
<http://nacto.org/cities-for-cycling/design-guide/>

Cycling in Los Angeles

Bicycling is a popular but underused mode of transportation in Los Angeles. Most major streets are dominated by automobile traffic which limits the comfort level of bicyclists. Bicycling for practical purposes is more common among lower-income populations who may not have access to an automobile. Bicycling is more popular within wealthier communities as a recreational activity. There is some social bias against practical bicycling which may be seen as a mode of transportation for low-income workers. Although the weather is moderate all year, there is a perception that it is too warm in the summer months for bicycling in "regular" clothes.

In recent years, bicycling has become more popular among younger people. This may be caused by their movement to more urban neighborhoods where bicycling is more practical as well as the social, health and environmental benefits of bicycling. Regular community rides are held to bring people together and introduce them to different parts of the city.

The City of Los Angeles's bike plan is available on-line at www.labikeplan.org.

Websites that focus on bicycling in Los Angeles include:

LADOT Bicycle Services: <http://www.bicyclela.org>
LADOT Bike Blog: <http://ladotbikeblog.wordpress.com>
Los Angeles County Bicycle Coalition: <http://la-bike.org>
LA Streetsblog: <http://la.streetsblog.org>
CicLAvia: www.ciclavia.org

Cycling in the Netherlands

Brochure "Cycling in the Netherlands" (2009)
<http://www.fietsberaad.nl/library/repository/bestanden/CyclingintheNetherlands2009.pdf>

Report Fietsberaad Publication 7: Bicycle policies of the European principals: continuous and integral
<http://www.fietsberaad.nl/index.cfm?lang=nl&repository=Fietsberaad+publication+7+als+dochter+van+de+nederlandse+versie>

Generic Presentation on Cycle Policy and design in the Netherlands
<http://www.fietsberaad.nl/index.cfm?lang=nl&repository=Generic+presentation+Fietsberaad+International>

Page about transportation in Amsterdam on official Amsterdam website (with info about bikes)
<http://www.iamsterdam.com/en/living/transportation>

Amsterdam Bicycles (82 pictures)
http://www.ski-epic.com/amsterdam_bicycles/

Video "Amsterdam: The Bicycling Capitol of Europe"
<http://www.youtube.com/watch?v=qk6YxhKH590>

Video from the same video maker
<http://www.iplayerhd.com/player/14e44386-276f-4739-be92-2f6e057ef2e9.aspx#player>

Bicycle Council (governmental expertise centre on bicycle planning)
<http://www.fietsberaad.nl/index.cfm?lang=en>

About the Dutch participants of the workshop

Hillie Talens



Hillie Talens (1961) is an experienced transportation engineer with over 25 years of experience in both public and private sector. In her work as a CROW project manager, PIARC expert, policy manager for the city of The Hague and the city of Ede, as researcher at the Delft University for Technology and as consultant, she has focused on improving the role of the bicycle in the transportation system, parking policies and the optimization of the use of parking facilities, sustainable safety and the quality of public spaces, the effects and optimization of traffic control lights in the local road network. She has published research through the magazine *Verkeerskunde* and several other specialist journals on all these issues.

Hillie has developed case studies, distilled best practices, and developed implementation guides and strategic management resources through more than 40 CROW and PIARC projects.

Hillie is a member of 'Fietsberaad' and she is one of the leading specialists on cycling in the Netherlands. She is also a national specialist on parking issues.

Richard ter Avest



Richard ter Avest (1962) studied Urban and Transport Planning. Richard has been working at Goudappel Coffeng since 1992 as Senior Advisor and leader of the team of traffic designers.

Richard helps regional and local governments in projects where cooperation between governments and business and social organisations is vital for solving transport and traffic problems. He specializes in complete streets and complete cities, cycle-highways, sustainable safety, and developing attractive and liveable city centres. Examples are people friendly new towns like Almere and Houten, and historical cities like Groningen, Utrecht and Den Bosch.

In addition to advising, Richard gives lectures and organizes workshops at Universities and Colleges. Since 1995, he also teaches for the CROW, which is the central office for knowledge about traffic planning and designing infrastructure. Together with the ANWB, the Dutch Automobile Association, he organizes excursions in various cities and countries. In cooperation with I-CE, Richard advises architects and engineers in India on various subjects. Since 2008, he gives interactive (planning and design) lectures and workshops for delegations from cities/states and students from universities in the USA.

Cor van der Klaauw



Cor van der Klaauw (1956) studied Town and Country planning at the Transportation Academy in Tilburg. He mostly worked as transportation planner for the city of Groningen from 1995 till 2008, working on public transit projects (bus lanes, introducing trams in Groningen), parking projects and cycling measurements. In 2002, Groningen was named "fietsstad (bicycle city) of the Netherlands".

In 2006, Cor was one of the initiators of the European Conference on Mobility Management (ECOMM) conference in Groningen (see: www.epomm.eu). In 2008, he worked a few months for the City of Assen. Since September 2008, he has worked for the County Council of Groningen, with a focus on traffic safety, cycling and transportation plans with the Ministry of Infrastructure and Environment in The Hague.

Cor is a member of the "Fietsberaad" (www.fietsberaad.nl) and teaches at the NHL Hogeschool in Leeuwarden, as a member of the faculty of Built Environment. Cor cycles every day to his work and is doing the family shopping by bike. He also uses the bicycle in the summer holiday on a vacation.

Bicycle planners from around the world visit Groningen; Cor welcomes a lot of these visitors, giving presentations about cycling in Groningen and leading cycle tours around the city.

Cor was team leader of the ThinkBike workshops in Washington, DC and Miami. Cor is married and is the father of 2 children (22 and 18 years old).

Tonny Bosch



Tonny Bosch (1951) was educated at the Traffic Academy Tilburg (now named NHTV Breda), He started his career as traffic engineer at Goudappel Coffeng. After ten years working for BVA (Consultancy for Traffic Engineering BV, Raalte), he returned to Goudappel Coffeng as project manager in the Transportation Planning Advisory Group. In 1999, he became Managing Director at Goudappel Coffeng BV.

Tonny is also member of ONRI consultations traffic consultants, the review committee Post-HBO NHTV, head editor of the Dutch Manual for Traffic & Transport, and Chairman of the Board of the ICU (cooperation between several partners). Until 2003, Tonny was member of 'Fietsersberaad'.

As managing director and in his private life Tonny is an enthusiastic biker. He supports many cycling initiatives both in western and developing countries.

About the local Los Angeles participants of the workshop

Abbass Vajar: Engineer in LADOT Bikeways Group

Alexis Lantz: Alexis Lantz holds an M.A. in Urban Planning from UCLA. Her interest in transportation stems from a belief that bicycling, walking, and mass transit are integral components for ensuring equitable and sustainable communities with thriving local economies. While at UCLA she initiated a student-led course on bicycle and pedestrian planning that continues today. As a Fellowship recipient of the Los Angeles Sustainability Collaborative, she authored the report "Cycling in Los Angeles" as her applied graduate research project. She is a board member for the California Bicycle Coalition.

Allison Mannos: An LA native, Allison Mannos, Urban Strategy Director for LACBC, never owned a car and got her driver's license at the tender age of 22. Since 2008, she has worked for LACBC, including coordinating the LA Bike Plan and the 7th St. bike lane campaigns. She also co-founded and coordinates the award winning City of Lights Program, which outreaches to Latino, low-income cyclists. She is a 2010 UCLA graduate from Asian-American Studies and Urban Planning.

Brenda Medina: I am the youth organizer for Pacoima Beautiful. I am also currently a graduate student at California State University, Northridge. I have been an avid bike rider for 3 years. Currently, I am planning with San Fernando High School students to create their own bike club to eventually expand the group to our entire youth group at Pacoima Beautiful.

Colin Bogart: Colin Bogart is a Program and Campaigns manager for the L.A. County Bicycle Coalition. He recently completed a successful PLACE Grant initiative with the City of Glendale that created the Safe & Healthy Streets Plan and the Riverdale-Maple Glendale Greenway. His current focus is on Education and the 4th Street Bicycle Blvd. campaign as well as continuing work with Glendale.

Cullen McCormick: Intern in LADOT Bikeways Group

David Roberts: David Roberts joined the University of Southern California's Government Relations Office in 2009, after eleven years with the City of Los Angeles. He represents the University with City and County government, and helps to advance university priorities by establishing and maintaining effective relationships with business, non-profit and local community based organizations. David serves on numerous local boards and commissions including the Figueroa Corridor Partnership Business Improvement District, Friends of Expo Center, LADWP Recycled Water Advisory Group and the Los Angeles Trade Tech Citizens Advisory Committee.

Prior to joining USC, he served as a City Council Deputy where he focused on financing, planning, transportation, workforce development and inner-city redevelopment. During his tenure David was recognized as a leader in efforts to revitalize South Los Angeles where he helped to oversee and entitle projects valued in excess of \$1.5 billion. In 2009, the Los Angeles Neighborhood Initiative cited his skill, expertise and passion when they honored him with their Outstanding City Partner Award. This past spring, David was awarded a prestigious American Marshall Memorial Fellowship and traveled across Europe with 15 other young Americans. David is a Los Angeles native. After graduating from Bishop Montgomery High School in Torrance, CA, he received a Bachelor of Arts degree in Political Science from the University of California at Los Angeles.

Emily Duchon: Emily Duchon is a Designer at Alta Planning + Design and has a Masters of Landscape Architecture. Emily's creativity, energy, and eight years of experience in ecological design give her the tools to create vibrant open spaces and transportation networks. Emily has worked with communities in Southern California on trail, bicycle, and pedestrian master plans, trail feasibility studies, open space design and bicycle facility design.

Emily Yllescas: I am a Planning Assistant and have been with the Department of City Planning for four years. I am assigned to the Policy Planning Division, and am working on the long range plan for the Sylmar Community Plan Area. I was born and raised in the San Fernando Valley and graduated from California State University Northridge in 2006. I am very familiar with the streets of the Valley, but have never traveled them by bicycle, so I am excited to be a part of the Van Nuys Boulevard study area.

Glenn Bailey: Mayoral appointee to the City of Los Angeles Bicycle Advisory Committee (BAC), currently serving as its Vice-Chair. Area 1 Representative on the Encino Neighborhood Council and executive board member of the Valley Alliance of Neighborhood Councils (VANC). Board member on several of non-profit, community, and City advisory organizations. Bicyclist in the city for over 40 years.

Halli Bovia: Halli Bovia serves as the Sustainability Program Manager for the University of Southern California. Halli works with the departments of transportation and public safety on promoting alternative transportation. She looks forward to working on bicycle infrastructure and system improvements on campus and in the greater community. She holds a masters degree in Ecology and Sustainability from California State University, Chico.

Hassan Ismail: I am from Egypt and moved to Los Angeles a couple of years ago to pursue a Master's degree in city design, planning and policy. Since an early age I had a great passion for art and design, and I traveled a lot throughout my lifetime. My undergraduate degree is in Architectural Engineering from Cairo University.

Hilary Norton: Hilary Norton, Executive Director, Fixing Angelenos Stuck in Traffic (FAST) has worked in Los Angeles for 20 years in land use, transportation and community outreach for elected officials, civic associations and the private sector. Her role at FAST is to reduce traffic by improving our infrastructure, increasing access to transit, and expanding bicycle and pedestrian opportunities. FAST's projects include Mobility Hubs, ExpressLanes, and CCIRPLA -- a thoroughfare improvement plan for Los Angeles including bike lanes, bike share and bike parking.

Jane Choi: Jane Choi is a planner for the Los Angeles Department of City Planning's Citywide Policy Section. Her work focuses on citywide mobility planning, including bicycling, alternative mobility, and transit-oriented development policies. She was a key member of the City of Los Angeles 2010 Bicycle Plan team, working on mapping, route development and communications. She currently supports the Bicycle Plan's implementation and works on the City's Mobility Element update. Jane is a graduate of the University of Pennsylvania's Urban Studies Program and earned her MA in Urban Planning from UCLA.

Jennifer Klausner: Jennifer Klausner has served as Executive Director of LACBC since summer 2007. Jennifer grew up in Los Angeles, holds degrees from both UCLA and USC, and has commuted by bike throughout her post graduate career. She has a diverse bike advocacy experience, is an avid and still occasionally competitive mountain biker, USAC certified Coach and a League of American Bicyclists LCI.

Jojo Pewsawang: Intern in LADOT Bikeways Group

Jorge Mutis: Born and raised in Bogota, Colombia. Finished the lower division of architecture in Florida Atlantic University and completed my last three years at the Southern California Institute of Architecture from where I have recently obtained my Bachelor of Architecture Degree. Have previously worked at an award winning firm in South Florida for over a year prior to coming to Los Angeles. Have received several awards and scholarships throughout my years of higher education.

Kent Strumpell: Member, City of Los Angeles Bicycle Advisory Committee. Served 10 years on LA County Bicycle Coalition Board of Directors.

Lauren Ahkiam: Lauren Ahkiam heads Pacoima Beautiful's Caminos del Pueblo/Complete Streets campaign, a RENEW LA County initiative to promote improved conditions for walking, biking, and public transit through community design in CRA/LA's Pacoima Town Center Streetscape Improvement Project, grassroots improvement projects, and civic engagement in relevant planning processes. Ms. Ahkiam holds a MA in Urban Planning from UCLA, where she was awarded the 2009 Service to the Community Award.

Marisa Alcaraz: Marisa Alcaraz was born and raised in the San Fernando Valley. She attended the University of California, Irvine where she graduated with BAs in Political Science and Criminology. She then went to graduate school at the University of Southern California where she received her Master's degree in Public Policy. She currently works for LA City Councilmember Alarcon as a Policy Deputy, where she works on issues including economic development, transportation, business, taxes, workforce, and poverty.

Nick Maricich: Nick Maricich is a policy planner with the Los Angeles Department of City Planning. For three of his past five years with the Department, he has focused exclusively on planning issues in Downtown LA, including working with other city departments on the Downtown Design Guide and Street Standards project to develop urban design standards and context-sensitive street cross-sections for Downtown. He has also worked with residents and businesses on the development of the Broadway Community Design Overlay, Bunker Hill Specific Plan, Little Tokyo Community Design Overlay, and Fashion District Specific Plan, and served as a department liaison to Metro on the Regional Connector and Westside Subway Extension transit projects. Nick earned his Bachelor's degree in geography and city planning at UC Berkeley and a Master's degree in urban planning, with a focus on transportation planning, at UCLA. He currently serves as Membership Chair of the Los Angeles Section of the American Planning Association, and is on the Local Host Committee for the APA National Conference to be held in Los Angeles in April 2012.

Michelle Mowery: Michelle Mowery is the Sr. Bicycle Coordinator in the Los Angeles Department of Transportation's (LADOT) Bicycle Program. She has been with LADOT's Bicycle Program for over 17 years and works with the City's engineering and planning staff on implementing of the City's 2010 Bicycle Plan.

Nathan Baird: Nate Baird is a Bicycle Coordinator for the Los Angeles Department of Transportation. He has a Master's degree in Urban and Regional Planning from Cal Poly Pomona, received his undergraduate degree from Occidental College, and grew up in California's Central Valley. <http://twitter.com/bicyclingnate>

Tafarai Bayne: Tafarai works for TRUST South LA. www.trustsouthla.org

Thomas Ames: I am a recent graduate from the Southern California Institute of Architecture. I have degrees in Architecture and Urban Design Planning and Policy. My father used to race bikes as a hobby, and I have been a fan of cycling my whole life.

Tim Fremaux: Engineer in LADOT Bikeways Group

Tina Backstrom: Engineer in LADOT Bikeways Group

Valerie Watson: Valerie Watson works as an urban designer with Meléndrez, a Landscape Architecture, Planning and Urban Design firm, and is a Board member of the Downtown Los Angeles Neighborhood Council (DLANC), through which she leads the DLANC Complete Streets Working Group, convened to develop a community-generated vision for pedestrian, bike, and transit-friendly living streets in Downtown LA, starting with pilot projects on Spring and Main. Favorite bike ride: Echo Park to DTLA via 2nd Street Tunnel.

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