



UNIVERSITY OF
OREGON



URBANISM NEXT NATIONAL CONFERENCE 2018

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SCI

Sustainable Cities Initiative



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CITIES THAT THINK AHEAD, STAY AHEAD

Welcome to the National Urbanism Next Conference 2018!

It has become clear over the last two years that emerging innovations such as autonomous vehicles, e-commerce and the sharing economy are having—and will continue to have—dramatic impacts on cities. Here at Urbanism Next at the University of Oregon, we have been focusing on the secondary impacts of these innovations on land use, land valuation, urban design, and pressures on sprawl. Inherent in all of our work in this area is a concern for the implications this will have on equity, health, the economy, the environment, and governance.

We are proud to be partnering with all of our sponsors as well as the Oregon Chapters and key individuals from the American Planning Association, the American Institute of Architects, the American Society of Landscape Architects and the Urban Land Institute in this conference. This is the first time these four organizations are gathering to share, review, and discuss the impacts of emerging technologies and we see a larger opportunity—as well as a great need—for future collaborations. We increasingly believe that the changes linked to emerging technologies will be as powerful as the introduction of the automobile was for cities a century ago.

It is clear that the changes we are just starting to face will have lasting impacts in our cities and our hope is that by engaging in a forward-looking dialogue, across disciplines and across sectors, we can help ensure that we are minimizing any unintended consequences while leveraging these technologies to support community goals.

The University of Oregon is committed to helping communities around the country understand the world of possibilities and the range of choices that we will all collectively face. We are thrilled to bring you the first National Urbanism Next Conference. Change is coming. We need to be ready.

Thank you for being part of this experience.

A black ink signature, appearing to read "Nico Larco", written in a stylized, cursive script.

Nico Larco, AIA
Urbanism Next Lead
Associate Professor
SCI Co-Director
University of Oregon

A blue ink signature, appearing to read "Becky Steckler", written in a stylized, cursive script.

Becky Steckler, AICP
Urbanism Next Program Manager
University of Oregon

MONDAY, MARCH 5, 2018

MORNING PLENARY SPEAKERS
OREGON CONVENTION CENTER
OREGON BALLROOM 201/202

08:00 am	Registration
09:00 am	Welcome Nico Larco, AIA
09:15 am	Welcome to the City of Portland Mayor Ted Wheeler
09:30 am	A Second Chance: Building Livable Communities with the Future of Technology Representative Earl Blumenauer
09:50 am	Learning from the Past for a Better City of the Future Jeff Tumlin
10:10 am	The Future of Shared Mobility Susan Shaheen, PhD
10:30 am	The Evolution of Transit in the Time of AVs Panel Discussion
11:10 am	Re-imagining Retail in an E-commerce World Panel Discussion
11:50 am	Planning for the People: How Emerging Technologies Can Help or Harm the Most Vulnerable Panel Discussion
12:15 pm	Lunch Nightmares and Dreams of our AV Future Robin Chase

SESSION 1

01:45 pm	Concurrent Panels Various Locations
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A. How Can Urban Planning Engage with the AV Revolution? | A106

D. Critical Perspectives and Recent Work on the Travel Behavior Implications of Autonomous Vehicles | A105

B. Low Speed Mobility in a New World | A108

E. The "Ama-zoning" of America | A109

C. Autonomous Vehicles Financial and Budgetary Implications for Cities | A107

F. Making Smart Cities Equitable | A103/104

SESSION 2

03:15 pm	Break
03:30 pm	Concurrent Panels Various Locations

G. Dystopia or Utopia: What Do We Need to Guide Us to a Positive Outcome? | A106

J. Are Stores Doomed? Urban Retail in the E-commerce Age | A103/104

H. Streets, Sidewalks, Stoops: Propellers, Wheels, and Batteries | A105

K. BEEP: Science Fiction - Emerging Professionals Foretell Our Possible Futures, Shaped by New Technologies | A109

I. Effective Decision-Making for Freight-Efficient Land Uses A108

L. Pricing as a Demand Management Tool | A107

RECEPTION

05:15 pm	Sponsored by Nelson\Nygaard, Perkins + Will, moovel, and YPT Altabira
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TUESDAY, MARCH 6, 2018

SESSION 3
OREGON CONVENTION CENTER

07:30 am	Registration
08:30 am	Concurrent Panels Various Locations

M. Navigating Regulatory Potholes Impacting Technology and Mobility | A108

P. The Role of Transit in an Automated Future | A106

N. Living Streets | A103/104

Q. Planning for Retail in an On-Line World | A107

O. Impacts of Technological Change on State and Local Budgets | A109

R. A Shared Future: How the Sharing Economy Impacts the Future of the City | A105

SCHEDULE AT A GLANCE

UNIVERSITY OF OREGON
URBANISM NEXT

03

TUESDAY, MARCH 6, 2018 (CONTINUED)

SESSION 4

10:00 am Break
10:15 am **Concurrent Panels** | Various Locations

S. Planning for an Automated Tomorrow, Beginning Today
A106

V. Equity Impacts of Shared/Electric/Connected/
Autonomous Vehicles | A107

T. The Future of the Curb | A103/104

W. Reworking Our Malls and Retail | A108

U. Reshaping Cities in a Post-Parking World: A Real Estate
Development Perspective | A105

X. Long Range Thinking and Systems Change: Three
Examples from the Bay Area | A109

WORKSHOPS

11:45 am Lunch on Your Own | Travel to Workshop
01:30 pm Various Locations

01. An AV for Everyone: Shared Mobility and Equity | Metro

09. Futureproofing Development in the OMSI District | OMSI

02. Build It and They Won't Come: The Parking Revolution
OCC, A107

10. Land Valuation Impacts | OCC, A109

03. Building a Street of the Future: A Playbook of Action for
Delivering Green, Complete, and Smart Streets | OCC, A106

11. Parking and the Future of Mobility: How to Build for Two
Realities | OCC, A103/104

04. Designing for the Future Livable City: How Do We Put
People First in Street Design? | UO White Stag

12. Pedestrian Interrupted: The AV Impact on Tampa's
Quest for a Walkable Downtown | OCC, A108

05. Emerging Technologies and the Future of Street Design
Metro

14. Scenario Planning for an Uncertain Future | OCC, A105

07. Framework Design for the Next Generation Industrial
Neighborhood | SERA

15. The Price to Pay for Easy AV Travel | Lloyd Center Tower

08. Friends or Foes? AV, Bicyclists, and Pedestrians: What Do
We Need to Know and How Will We Learn It? | UO White Stag

16. Transit Agency Focus in an Era of New Mobility | UO
White Stag

17. Where'd All the Money Go? Opportunities and
Challenges for Local Government Finances | ECONorthwest

HAPPY HOUR

05:30 pm Shark Tank: Special Edition Sponsored by Fehr + Peers | Basecamp Brewing

WEDNESDAY, MARCH 7, 2018

CLOSING PLENARY

OREGON BALLROOM 201/202

08:00 am Registration
09:00 am **Set the Stage: What We Heard** | Becky Steckler, AICP
09:20 am **Strategic Communications and Emerging Technologies** | Donna Davis, PhD.
09:40 am **What Happens Next?** **Industry** | Panel Discussion
10:20 am **Research** | Panel Discussion
11:00 am **Professionals** | Panel Discussion
11:40 am **Governing** | Panel Discussion
12:20 pm **The Last Word** | Nico Larco, AIA

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OREGON CONVENTION CENTER (OCC)

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PORTLAND, OR 97232

EVENTS AT OREGON CONVENTION CENTER

REGISTRATION

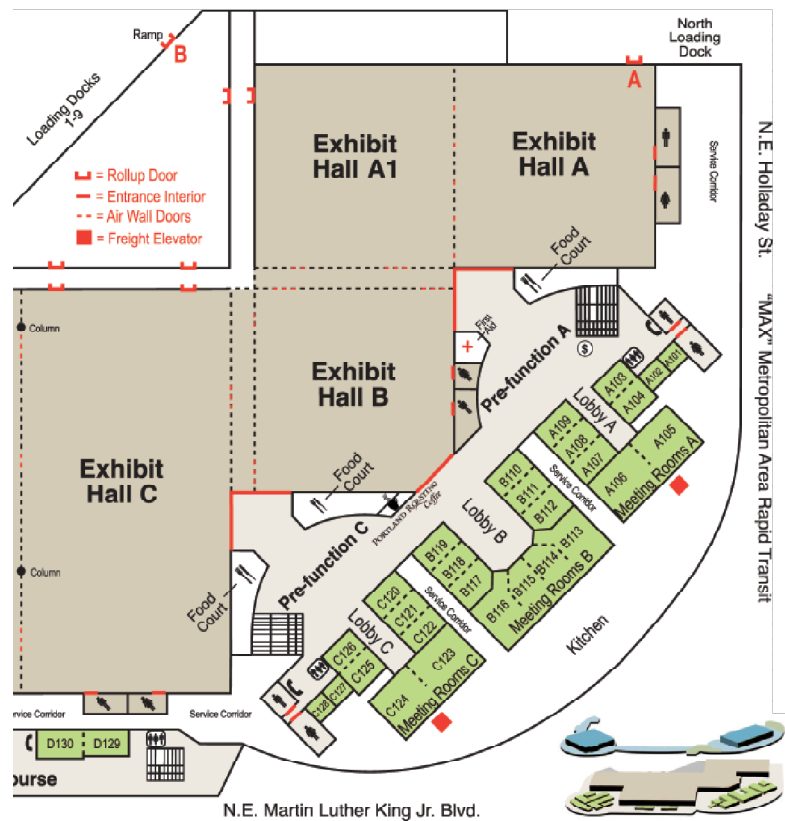
SPEAKERS | OREGON BALLROOM 201/202

SESSIONS | ROOMS A103 - A109

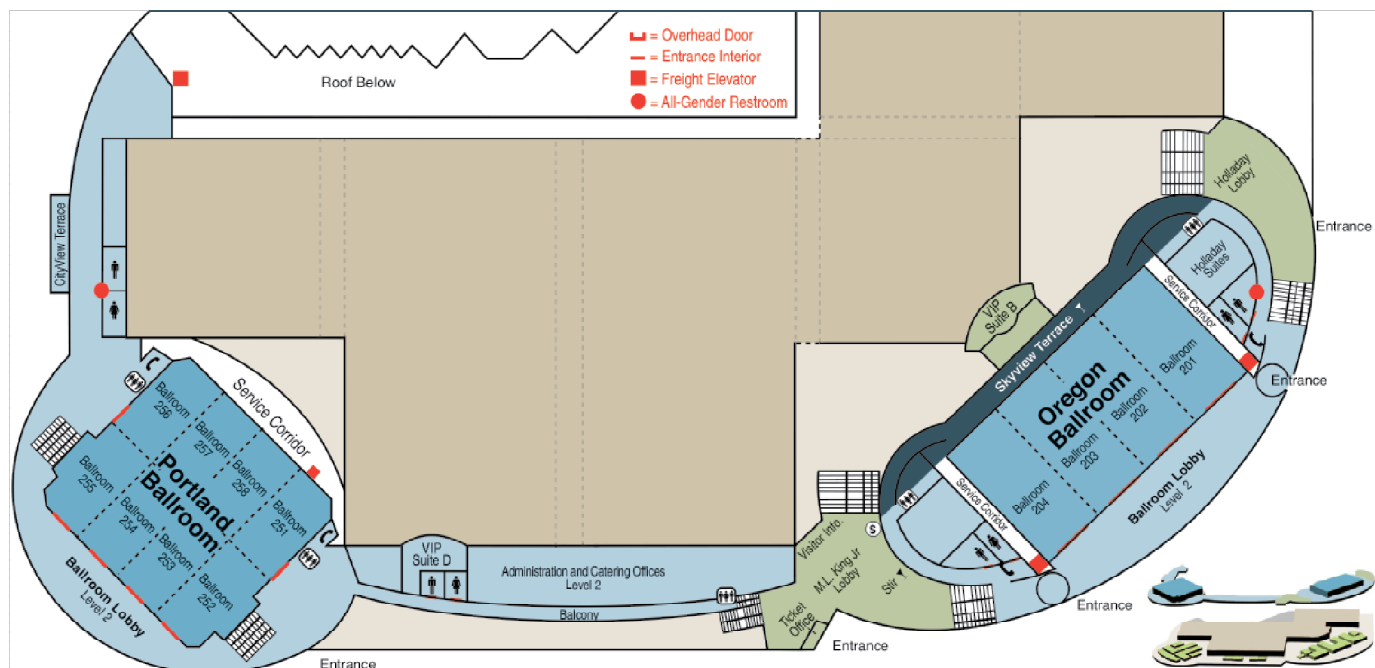
WORKSHOPS | ROOMS A103 - A109

SEE PG. 33 FOR LUNCH OPTIONS

LOWER LEVEL



UPPER LEVEL



URBANISM NEXT CONFERENCE PROGRAM

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URBANISM NEXT FRAMEWORK

One of the key challenges to addressing the impacts of emerging technologies such as autonomous vehicles, e-commerce and the sharing economy on cities is understanding the range of areas affected and how these areas are related. The Urbanism Next Framework organizes impacts based on four key areas – land use, urban design, transportation, and real estate – and relates those to the implications

LAND USE



RETAIL/ COMMERCIAL/ OFFICE/INDUSTRIAL (EMPLOYMENT USES)

How will the changing nature of travel, employment and shopping impact retail, commercial, and industrial districts?



HOUSING

What are the opportunities to increase housing through infill? Will people choose to locate in cities? Or move farther out in the suburbs?



PARKS & OPEN SPACE

How do we protect open space under the pressure to expand cities? What opportunities are there to reclaim parking lots for parks?

URBAN DESIGN



METROPOLITAN FOOTPRINT

When proximity to workplaces and goods/services is no longer holding people in cities, what will happen to their already sprawling footprints?



STREET DESIGN

As cities make plans for future expansions, changes to their street network, the inclusion of various modes/complete streets, and overall street design – what should they be considering when they include thinking about AVs and E-commerce?



TRANSIT-ORIENTED DEVELOPMENT

Will AV's help the transportation system with completing the "last mile" or will the proliferation of AV usage devastate the idea of transit-oriented development?



RESILIENCY

How do we ensure that redevelopment makes communities resilient to natural hazards?



PLACE/IDENTITY

When shopping and transportation can be acquired anywhere, what happens to business districts, shopping districts and neighborhoods?

TRANSPORTATION



WALKING

How will we regulate the interactions between pedestrians and vehicles? What happens when pedestrians can stop AVs by simply stepping into the street?



BIKING

Will the mixing of modes be frowned upon because it is such a limitation to AV efficiency? Will some areas ban bikes? How will bikes work around curbside deliveries?



PARKING

What happens if parking utilization needs drop dramatically over a short period of time? How quickly will parking requirements shift with that?



VEHICLES

One of the biggest questions is: Preliminary models of individual ownership of AVs show VMT increasing dramatically. Will AVs be fleets or individually owned?



TRANSIT

Already, transit ridership has declined approximately 10% because of ridesharing companies. What happens to transit when AVs are deployed?

they will have on equity, health, the environment, the economy, and governance. This framework can help organize both city responses and research about emerging technology impacts. Stay informed at www.urbanismnext.com and subscribe to our blog at urbanismnext.uoregon.edu.

REAL ESTATE



LAND VALUE

A reduction in demand for parking will open up between 10% and 20% of land for redevelopment. How will this impact land value and project feasibility?



PROJECT FEASIBILITY

Development will likely get more risky as market conditions related to parking demand and commercial and retail viability change. How do we reduce risk?



BUZZ/VITALITY

What will draw people to places in the future? How important will entertainment factor in to where people want to congregate? How do we create "buzz"?



QUALITY

If location in relation to other areas of the city is no longer a strong factor in housing/commercial building location, will quality of design become more relevant in attracting and keeping people in cities/neighborhoods?

SECONDARY IMPACTS

IMPLICATIONS FOR...

EQUITY

How will the impacts of emerging technologies impact vulnerable and low income populations? What opportunities are there to improve services and reduce inequities?

HEALTH

Preliminary research finds that people are replacing walking, biking, and transit trips with rideshare services. If this trend continues and is exacerbated by AVs, what will the impact be on our health? What are the impacts of E-commerce on health?

ECONOMY

Up to 4 million people drive for a living. What happens to their jobs with the deployment of AVs? Brick-and-mortar stores are closing as shoppers go online. How will emerging technologies disrupt the economy?

GOVERNANCE

Emerging technologies will disrupt regulatory framework, revenues, and agency structures for cities, counties, and states. How do we provide a great level of service and support thriving communities?

ENVIRONMENT

How can we take advantage of emerging technologies to improve sustainability and environmental outcomes? Can we reduce GHG emissions? Can we improve stormwater treatment?

RESPONSE

WHAT SHOULD WE DO?

Given the possible range of secondary impacts of emerging technologies on land use, urban design, transportation, and real estate, and the implications on equity, the economy, and the environment, how should governments, companies, and institutions respond to maximize the benefits and minimize the risks? How do policies, programs, and infrastructure investments need to adapt and change?

INFORMATION FOR PLANNERS, ARCHITECTS, AND LANDSCAPE ARCHITECTS

Conference organizers are applying for continuing education credits for the American Institute of Certified Planners (CIPs) and the American Institute of Architects (LU/HSWs). The American Society of Landscape Architects members are eligible to self-report (LA CES) hours per the requirements of their state licensure boards. Note that not all sessions and workshops may qualify for continuing education credit for all professions.



AICP | Members of the American Institute of Certified Planners (AICP) are required to engage in continuing education to maintain certification. AICP members must earn a total of 32 Certification Maintenance (CM) credits every two years. Reporting periods for new AICP members begin the January after they become AICP members. A minimum of 1.5 credits must be on the topic of ethics, and another 1.5 credits must be on the topic of current planning law. AICP members may carry over a maximum of 16 credits from one reporting period into the subsequent reporting period; however, ethics and planning law credits cannot be carried over to the next two-year reporting period.



AIA | Licensed architects must earn continuing education credits each year to fulfill AIA membership requirements. You may also need to complete continuing education requirements to renew your state license(s). If you're working on getting licensed, some AIA-approved courses count toward the experience requirement for licensure. AIA measures continuing education in Learning Units (LUs). One hour of continuing education earns one LU. AIA Architect members are required to complete 18 LUs from registered AIA/CES providers each year. Of the 18 LUs, 12 must be in the topic areas of health, safety, and welfare (HSW).



ASLA | Landscape architecture professional attendees wishing to receive self-reported credits should check with their state licensure board to ensure the Urbanism Next Conference sessions qualify for continuing education credit.

Creating people-centered cities in an era of new mobility.



PLENARY SPEAKERS AND PANELS | OREGON BALLROOM 201/202

WELCOME TO THE NATIONAL URBANISM NEXT CONFERENCE

9:00 am | The University of Oregon's Co-Director of the Sustainable Cities Initiative welcomes attendees to the 2018 National Urbanism Next Conference.



NICO LARCO, AIA
URBANISM NEXT LEAD,
SCI CO-DIRECTOR, AND ASSOCIATE
PROFESSOR, UNIVERSITY OF OREGON

WELCOME TO THE CITY OF PORTLAND

9:15 am | Welcome to the City of Portland! Portland is a national leader in sustainability, progressive land use, and transportation planning. The Mayor will introduce attendees to just a few city efforts to capture the opportunities emerging technologies present, including the Smart Autonomous Vehicles Initiative.



MAYOR TED WHEELER
CITY OF PORTLAND

A SECOND CHANCE: BUILDING LIVABLE COMMUNITIES WITH THE FUTURE OF TECHNOLOGY

9:30 am | Technology is delivering the future today. We are in the midst of revolutions in e-commerce, automation, electrification, and shared mobility and the public sector is not prepared. Done right, these disruptions could reshape our communities, allowing for the public to reclaim space, reduce congestion, and provide new economic opportunities. Done wrong, we could see reduced public space, depleting revenue, increased congestion, job losses, and further crumbling infrastructure. Congressman Blumenauer will share his vision for the federal government's involvement to make our communities safer, healthier, and more economically secure.



REP. EARL BLUMENAUER
MEMBER OF THE U.S. HOUSE OF
REPRESENTATIVES FROM OREGON'S
3RD DISTRICT

.....
All Monday morning plenary speakers and panels are
3.5 CM / LU pending.
.....

LEARNING FROM THE PAST FOR A BETTER CITY OF THE FUTURE

9:50 am | To accommodate the last mobility revolution – 1929 to 1933 – we created the regulatory framework for the arrival of the automobile, including criminalizing walking for the first time, and putting into law AAA's marketing term, "jaywalking." As a result of that regulatory prioritization of convenience over safety, 3.5 million Americans have died by automobile since 1929, nearly seven times those killed in wars. The current regulatory trajectory for autonomous vehicles has us point straight toward Susan Shaheen's "Hell" scenario. What do cities, states, and well-intentioned technology companies need to be doing today to help us use this new technology for the public good?



JEFF TUMLIN
PRINCIPAL, NELSON/NYGAARD

THE FUTURE OF SHARED MOBILITY

10:10 am | Transportation is arguably experiencing its most transformative revolution since the introduction of the automobile in the early 1900s. Concerns over climate change and equity are converging with dramatic technological advances. Although these changes — including shared mobility and automation — are rapidly altering the mobility landscape, predictions about the future of transportation are complex, nuanced, and widely debated. Dr. Susan Shaheen was among the first to observe, research, and write about changing dynamics in shared mobility. She will review the latest research on shared mobility impacts, including effects on vehicle miles traveled, auto ownership, and greenhouse gas emissions. She will also discuss the forces driving the sharing economy and the likely scenarios through which automated vehicles will gain prominence in the future.



SUSAN SHAHEEN, PHD
ADJUNCT PROFESSOR & DIRECTOR OF
INNOVATIVE MOBILITY RESEARCH, UC
BERKELEY

PLENARY SPEAKERS AND PANELS | OREGON BALLROOM 201/202

THE EVOLUTION OF TRANSIT IN THE TIME OF AVS

10:30 am | From Boston, to New York, to San Francisco, early research suggests that transportation network companies (TNCs) are pulling transit riders, walkers, and bikers off their feet and into cars, potentially increasing vehicle miles and congestion. One fear is that autonomous vehicles (AVs) will exacerbate this problem. It doesn't have to be that way. There is the potential for TNCs today, and AVs tomorrow, to work together to support transit. Transit experts from around the country will discuss some of the issues that they are facing today and will likely face in the future, what they'd like to try (pilot), and how communities can ensure that transit is viable now and in the future.

**LAURA BLISS**

STAFF WRITER, CITYLAB

**MATTHEW DICKENS**SENIOR POLICY ANALYST, AMERICAN
PUBLIC TRANSPORTATION ASSOCIATION**SHARON FEIGON**FOUNDER AND EXECUTIVE DIRECTOR,
SHARED-USE MOBILITY CENTER**ALAN LEHTO**DIRECTOR OF BUSINESS PLANNING &
ASSET MANAGEMENT, TRIMET**JOSHUA SCHANK**CHIEF INNOVATION OFFICER,
LOS ANGELES COUNTY METRO**RE-IMAGINING RETAIL IN AN E-COMMERCE WORLD**

11:10 am | With over 7,000 retail stores closing in the US in 2017, there is little doubt that the retail industry is undergoing a fundamental change. Primary among them is a shift among consumers from shopping in stores to shopping online. Three real estate experts will discuss each other's, and your, assumptions about why this change is occurring, the challenges and opportunities presented by e-commerce, and what the retail environment may look like in the future.

**ADAM DUCKER**

MANAGING DIRECTOR, RCLCO

**NOEL JOHNSON**PRINCIPAL, CAIRN PACIFIC
COLLABORATIVE**PHILIP BRETSCH**SENIOR MANAGER, INVESTMENTS AT
REGENCY CENTERS

PLENARY SPEAKERS AND PANELS | OREGON BALLROOM 201/202

PLANNING FOR THE PEOPLE: HOW EMERGING TECHNOLOGIES CAN HELP OR HARM THE MOST VULNERABLE

11:50 am | While emerging technologies are often promoted as opportunities to dramatically increase safety, accessibility, and convenience, there is no guarantee that they will improve the lives of everyone. Historically disadvantaged people are the population most likely to be left behind. For example, about 1/3rd of low-income households don't own a smartphone. Wheelchair users find it hard to find an accessible vehicle through a car—or ride-share service. And there are still people without credit cards or traditional banking that cannot order a ride or goods online. Finally, with so many communities facing staggering costs for housing, many people are wondering what risks and opportunities emerging technologies present for housing and transportation. Matt Hoffman from the Enterprise Community Partners and Sahar Shirazi will explore these issues and many more during this panel discussion.



MATT HOFFMAN

VP OF INNOVATION, ENTERPRISE
COMMUNITY PARTNERS, INC.



SAHAR SHIRAZI

SENIOR PLANNING ADVISOR,
GOVERNOR'S OFFICE OF PLANNING AND
RESEARCH - CALIFORNIA

NIGHTMARES AND DREAMS OF OUR AV FUTURE

12:45 pm | 0.75 CM / LU Pending

We already live in a time of breathtaking change and uncertainty. Technology is moving so fast we've barely understood its implications before it becomes almost impossible to correct it's expressed worst possibilities. Humanity is urbanizing and personal cars dominate every decision in cities. Layer in climate change with its unrelenting warming motion (Boston broke a 112 year record on February 21 with a high of 75 degrees.) And now: the imminent appearance of self driving cars. Left to slip into our cities with existing regulations and behaviors, they are going to wreck havoc with effects that ripple throughout the economy. BUT WAIT! I'm actually filled with optimism. These vehicles are giving us a miraculous opportunity for a do-over in cities. We just have to pay attention and take charge of of this transformation. We can create a world we want to live in, sustainable and just.



ROBIN CHASE

CO-FOUNDER OF ZIPCAR, VENIAM, &
SHAREDMOBILITYPRINCIPLES.ORG

SESSION 1 | CONCURRENT PANELS

A. HOW CAN URBAN PLANNING ENGAGE WITH THE AV REVOLUTION?

1:45 pm | A106 | 1.5 CM / LU Pending

The rapid pace of innovation in AV technology has positioned urban areas on the precipice of massive urban change. AVs have been touted as a means to alleviate congestion, reduce fossil fuel dependence, improve safety, promote urban vitality, and expand mobility for low-income travelers and non-drivers. Yet, uncertainties abound as AVs will also require new infrastructure and regulations, and may radically disrupt real estate and labor markets. The planning profession has witnessed waves of excitement like this before. This session will explore how planning can engage with the AV revolution by: describing the historical roots of planning's embrace of modernity through programs such as Urban Renewal and the Interstate Highway Act; analyzing the problems AVs are purported to address; predicting new problems AVs will create; and proposing a planning approach to better anticipate, understand, and mitigate externalities and unintended consequences likely to arise from the AV revolution.

Lewis Fulton, Co-Director, Sustainable Transportation Energy Pathways (STEPS), UC Davis

Susan Handy, Professor, University of California at Davis

B. LOW SPEED MOBILITY IN A NEW WORLD

1:45 pm | A108 | 1.5 CM / LU Pending

Proactive attention is needed to preserve priorities for low speed mobility options as we move into the future—this includes those who are walking and biking and connecting to transit, as well as autonomous shuttles, electric personal assistive mobility devices, electric skateboards, hover boards, and powered wheelchairs. Low speed users are at risk of bearing greater burdens on their mobility, such as facing rules or regulations to wear or embed technology that speaks to autonomous vehicles. Advocates for low speed mobility need to continue supporting people-first designs and illustrate how they play a crucial role in the formation of successful communities. Hear from an expert panel on what is already in play, the role of pilot projects, and what's ahead for low speed mobility.

Jeff Owen, Senior Planner, Active Transportation, TriMet

Kati Rubinyi, President, Civic Projects

Peter Hurley, Senior Planner, Portland Bureau of Transportation

Drusilla Van Hengel, Principal, Nelson\Nygaard

Jillian Detweiler, Executive Director, The Street Trust

C. AUTONOMOUS VEHICLES FINANCIAL AND BUDGETARY IMPLICATIONS FOR CITIES

1:45 PM | A107 | 1.5 CM / LU Pending

Cities nationwide are woefully unprepared for the advent of the AV. Their presence in a 'city near you' will happen far sooner than most in local government can fully prepare for. Thus, we have assembled this panel to help start the discussion on where local leaders, finance professionals, developers, and academic researchers need to start preparing for AVs within their budgetary and finance landscapes. The panel features speakers who are actively working to discover the fiscal and budgetary impacts on cities that may be the result of the introduction of the autonomous or driverless vehicle. The panel brings together municipal finance and budgetary experts from industry, government, and academia to dive into these problems from a multi-faced perspective. Local government officials and those from the finance/credit rating industry can learn about the types of issues that will challenge cities most as AVs are introduced. Academic researchers can learn about the emerging areas of research that are beginning to be tackled, and the gaps that will continue to exist in the literature.

Benjamin Clark, PhD, Assistant Professor, University of Oregon

Robert Summerill, PhD Candidate, Georgia State University

William Riggs, PhD, AICP, LEED AP, Assistant Professor, University of San Francisco

Kerry Edinger Snodgrass, MPA '18, University of Oregon; Program Associate, Sustainable Cities Initiative

SESSION 1 | CONCURRENT PANELS

D. CRITICAL PERSPECTIVES AND RECENT WORK ON THE TRAVEL BEHAVIOR IMPLICATIONS OF AUTONOMOUS VEHICLES

1:45 pm | A105 | 1.5 CM / LU Pending

Self-driving vehicles are predicted to dramatically reshape the design and use of our transportation systems. However, it is not yet clear how people's travel choices and behaviors will change as AVs become more prevalent, nor is it clear how to best predict and plan for those changes. In this session, scholars and practitioners will share perspectives, recent research, and simulations that examine potential travel behavior implications of AVs: increased mobility for certain populations, reduced demands for parking and car ownership, decreased generalized costs of automobile travel, and overall increases in vehicle-miles-traveled. Attendees will learn about critical academic perspectives on AV's travel behavior implications and cutting-edge research and modeling work investigating and predicting some of these impacts.

Patrick Singleton, Ph.D., Assistant Professor, Utah State University

Aaron Golub, Ph.D., Associate Professor, Portland State University

Kelly Clifton, Ph.D., Professor, Portland State University

Giovanni Circella, Ph.D., Director, 3 Revolutions Future Mobility Program, Institute of Transportation Studies, University of California, Davis

Ron Milam, AICP, PTP, Director of Advancing the Status Quo, Fehr & Peers

E. THE "AMA-ZONING" OF AMERICA

1:45 pm | A109 | 1.5 CM / LU Pending

Technology is hastening the disruption of an already overbuilt retail environment and transportation system. The internet, autonomous vehicles and drones, as well as technologies that have not yet been fully developed, and changing demographics, are converging on an industry that good planning has struggled to integrate for the past 60 years. Amazon's acquisition of Whole Foods is a harbinger of not just another disruption of the retail industry, but more importantly, a disruption of regional, local, and neighborhood planning. This session will examine how these technologies could

potentially change the expectations of citizens/consumers in such a way that renders many traditional economic development and planning paradigms ineffective and eventually, obsolete. This session will explore possible redevelopment and/or rezoning scenarios and their potential impact on the built environment, as well as their direct and indirect economic impact on local markets and economies.

Rick Stein, AICP, Principal & Owner, Urban Decision Group and Urban Mobility Research Center

Kelly Rula, New Mobility Strategist, Seattle Department of Transportation

Justin Robbins, AICP, AV/CV Transportation Planner, HDR

Jason Sudy, AICP, Principal, OHM Advisors

F. MAKING SMART CITIES EQUITABLE

1:45 pm | A103/A104 | 1.5 CM / LU Pending

As Smart City technologies are deployed, an opportunity exists to make cities more equitable for and accessible to lower income citizens, overcoming many barriers that have evolved both intentionally and unintentionally. But without a vision and prioritization, autonomous vehicles and similar Smart City technologies will not organically increase access to affordable housing, jobs, and other opportunity resources and could potentially widen the existing disparity gap in many places. This session presents an overarching vision of how a city could achieve far greater equity and inclusion by focusing on five priorities for its Smart City strategy. This vision and prioritization is paired with a powerful tool suite called the Opportunity 360 framework that can be used to benchmark, plan, and adapt how a city is deploying its Smart City resources and policy framework. We will also explore the criticality of public transit to low-income people and the need for low-cost, wide-coverage transportation.

Matt Hoffman, Vice President of Innovation, Enterprise Community Partners, Inc.

Tiffany Manuel, Vice President of Knowledge, Impact, & Strategy, Enterprise Community Partners, Inc.

Alexis Biddle, Urban Circuit Rider, 1000 Friends of Oregon

SESSION 2 | CONCURRENT PANELS

G. DYSTOPIA OR UTOPIA: WHAT DO WE NEED TO GUIDE US TO A POSITIVE OUTCOME?

3:30 pm | A106 | 1.5 CM / LU Pending

Despite their positive potential, the current trajectory of AVs could be disastrous for cities, social equity, public health, and other public goods. Are we repeating the same mistakes we made in the 1920s and 30s, when we saw only the upside of automobiles and imposed one-size-fits-all regulatory structures to accommodate cars, which ultimately ended up destroying our cities in the process? Our errors are rooted in a culture that finds it difficult to think through the consequences of our actions. Imagine the public health outcomes if walking is “designed” out of our lives, to be replaced by convenient door-to-door mobility. Are some investing in AVs because their revenue model is advertising? Will the only people to make money from AVs be those who make use of travelers’ captive time and attention? The future market of mobility is no longer the vehicle, but time. So why not live three hours away from work, and order up the bedroom or office AV to get to work? There is a path out of the horrors of our current trajectory, but it requires radical changes in our regulatory approaches—changes that must start to be put in place now. Let’s discuss what these might be and how we go about implementing them.

Gerry Tierney, AIA, LEED AP BD+C, Associate Principal, Perkins+Will

Jeffrey Tumlin, Principal, Nelson\Nygaard

Amanda Eaken, Director of Transportation and Climate, Urban Solutions Program, National Resources Defense Council

Andrew Dick, Connected, Automated, and Electric Vehicle Advisor, Oregon Department of Transportation

H. STREETS, SIDEWALKS, STOOPS: PROPELLERS, WHEELS, AND BATTERIES

3:30 pm | A105 | 1.5 CM / LU Pending

Public street infrastructure designed yesterday for private cars, bicycles, and pedestrians never anticipated today’s—let alone tomorrow’s—broadening mobility spectrum. Our rapid transition to electric propulsion, ubiquitous dockless bikeshare, and autonomous goods delivery by deliverybots and drones creates unprecedented challenges

and opportunities. Now is our chance to reinvent our roads, trails, parking strips, and sidewalks in ways that will redefine cities. How can “Complete Streets” be optimized to accommodate an economy transitioning from private cars and brick and mortar to multi-modal shared mobility and personalized goods delivery?

Mike Usen, AICP, Senior Transportation and Environmental Planner, DKS Associates

Lisa Nisenson, New Mobility Advisor, Alta Planning + Design

Gabriel Scheer, Director of Strategic Development, Limebike

Kelly Rula, New Mobility Strategist, Seattle Department of Transportation

Adrian Pearmine, National Director for Smart Cities and Connected Vehicles, DKS Associates

David Catania, Head of Public Affairs, Starship Technologies

I. EFFECTIVE DECISION-MAKING FOR FREIGHT-EFFICIENT LAND USES

3:30 pm | A108 | 1.5 CM / LU Pending

Globalization has had profound impacts on supply chains, freight transportation systems and the spatial distribution of economic activities. All layers of the supply chains—global/international, national/regional, and metropolitan/urban—are affected by globalization in one way or the other. This has dramatically impacted geographic distribution of economic activities and land use. Former manufacturing sites have been re-purposed, and cities have replaced port and warehouse areas into residential, dining, and entertainment establishments. This trend has also been fueled by a re-appreciation of cities as desirable places to live, spurring new economies based on services and consumer-oriented activities. This in turn, is adding pressure on local deliveries, which add to the travel distances, freight vehicle-miles traveled, and congestion. In this session we will discuss how emergent trends could impact freight and land-use, and best practices of freight and land-use planning.

José Holguín-Veras, Ph.D., P.E., Professor, Rensselaer Polytechnic Institute

Catherine Lawson, Ph.D., Chair and Associate Professor in the Department of Geography and Planning, University at Albany, SUNY

SESSION 2 | CONCURRENT PANELS

J. ARE STORES DOOMED? URBAN RETAIL IN THE E-COMMERCE AGE

3:30 pm | A103/A104 | 1.5 CM / LU Pending

Main Street is under siege once again. The rise of online giants like Amazon and Jet seems to be the latest strike in a decades-long assault on the urban store. But is it the last? How can urban retail survive and thrive in the new age of e-commerce? In this session, academic and professional research will explore the past, present, and future of urban retail. Urban morphologist Conrad Kickert will discuss his research on a century of retail change in Europe and the United States. Urban designer Vikas Mehta will present his studies on the role of neighborhood retail in vibrant communities. Professional retail expert Heather Arnold will outline various strategies for urban retail streets to remain vibrant. All three will provide unique but complementary perspectives on the challenges and opportunities for urban retail, building a road map for its future in the digital age.

Conrad Kickert, PhD, Assistant Professor of Urban Design, University of Cincinnati - School of Planning
Vikas Mehta, PhD, Associate Professor of Urbanism; Fruth/Gemini Chair; Ohio Eminent Scholar of Urban/Environmental Design, University of Cincinnati - School of Planning

Heather Arnold, Principal of Research and Analysis, StreetSense

K. BEEP: SCIENCE FICTION - BUILT ENVIRONMENT PROFESSIONALS FORETELL OUR POSSIBLE FUTURES, SHAPED BY NEW TECHNOLOGIES

3:30 pm | A109 | 1.5 CM / LU Pending

Since 2015, the Built Environment Emerging Professionals (BEEP) team has been collaborating across disciplines including planning, architecture, landscape architecture, engineering, transportation, green building, and urban design to host a series of themed lightning talks. The talks feature multiple fast-paced presentations of 20 slides that automatically advance every 20 seconds. For the Urbanism Next Conference, BEEP is bringing emerging voices together to share their views of how developing technologies might reshape the future fabric of our societies. Session attendees will experience a series of fast-paced, energetic lightning talks that pose interdisciplinary questions, challenges, and

opportunities around conference themes. Attendees will then engage with the presenters in a candid conversation through a moderated panel discussion and Q&A session about various possible futures and actions.

Kirsten Tilleman, AICP, Environmental & Safety/Security Planner, WSP

Madeline Carroll, Designer/Consultant, Madeline B Carroll Design

Emily Buckberg, Masters of Architecture Student, University of Oregon

Joel Hill and Matt Hlavaty, Humber Design Group

Sabrina Ortiz Luna, Masters of Architecture Student, University of Oregon

Ryan McCullough, Ankrom Moisan Architects

Steph Nappa, Masters of Community and Regional Planning, University of Oregon

Luke Ralston, Masters of Architecture Student, University of Oregon

Jeff Schnabel, Associate Professor, Portland State University School of Architecture

Nic Smith, Associate / Architect, Hacker

Ric Stephens, Stephens Planning and Design

Jenna Whitney, Masters of Community and Regional Planning Student, University of Oregon

L. PRICING AS A DEMAND MANAGEMENT TOOL

3:30 pm | A107 | 1.5 CM / LU Pending

If AVs are primarily shared fleets and electric, then a significant source of funding for transportation – motor fuels taxes and vehicle registration fees – could decrease drastically. This session explores the threats to existing transportation funding and the opportunities AVs provide to use pricing as a transportation demand management tool to make road usage more efficient.

Tyler Frisbee, Policy and Innovation Manager, Metro

Art Pearce, Policy Planning and Projects Group Manager, Portland Bureau of Transportation

Angela DeLuca, Sustainable Land Use Fellow in the Environmental and Natural Resource Law Center, University of Oregon

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SESSION 3 | CONCURRENT PANELS

M. NAVIGATING REGULATORY POTHOLE IMPACTING TECHNOLOGY AND MOBILITY

8:30 am | A108 | 1.5 CM / LU Pending

This session provides an informed discussion of the unique legal, policy, and regulatory challenges associated with autonomous mobility. Speakers will provide a strategic overview of federal and state regulations around emerging transportation technologies, consider critical policy and legal issues, and discuss infrastructure build-out and promotion of regional coordination around the adoption of transportation technologies. An update on federal grant and partnership opportunities will also be provided. By attending this session, participants will have a better grasp of the fast-moving status of federal regulatory issues related to safety, promoting neutral technology, privacy, cybersecurity, insurance, and roles and responsibilities among federal, state, and local agencies. Conference goers will also hear a discussion on the larger ethical, equity, liability, and public trust issues related to emerging transportation technologies, including on-demand mobility and automated and connected vehicles, supporting infrastructure needs, and regional coordination with public transportation policies and projects. This session will identify opportunities for collaboration to ensure the long-term success of emerging transportation technologies and will summarize conversations with the public and private sector from the @MobilityPodcast hosted by the session presenters.

Gregory Rodriguez, Attorney/Advocate, Best Best & Krieger

Greg Rogers, Policy Analyst/Assistant Editor, Eno Center for Transportation

Pete Gould, Advocate, Shared Mobility Strategies LLC

N. LIVING STREETS

8:30 am | A103/A104 | 1.5 CM / LU Pending

The advent of the car forever changed our cities. We began to pave the planet, transforming the urban realm into heat sinks and polluters of water, noise, and light, ultimately degrading public health and safety. The panel discussion will focus on the opportunities and challenges autonomous vehicles present to inform the way we plan, design, and experience our cities including: how the design, dimensions and technology of autonomous

vehicles (AV) might change our built environment, from buildings to city streets; how AV policy might address access and equity issues affecting urban communities; how the efficiencies of AVs could provide opportunities to reclaim and repurpose city streets, helping create open space to improve public and environmental health; how the reuse of former car lanes could provide opportunities for brick and mortar retail in the age of e-commerce; and how to identify potential starter projects to introduce AV systems within existing communities.

Jerome Unterreiner, Senior Urban Designer and Vice President, HOK

Sterling Rung, ASLA, Project Designer, PLACE

Dylan Morgan, Urban Designer, PLACE

Rae Smith, AICP, Senior Urban Designer, HOK

O. IMPACTS OF TECHNOLOGICAL CHANGE ON STATE AND LOCAL BUDGETS

8:30 am | A109 | 1.5 CM / LU Pending

Technology's impact on government finances is already widely evident. The rapid growth in e-commerce activity alone—and the resulting impact to state and local sales tax collections—has posed challenges for many governments in recent years seeking to meet growing service demands with dwindling revenues. Recent history suggests state and local governments have been slow to adapt to changing behaviors, consumption patterns, and new industries. Looking ahead, we can only expect the rate of change to accelerate. What will the resulting impacts to state and local finances include, and how can policymakers better prepare for the future? This session will explore how major technological changes and their intersection with changing U.S. demographics might impact state and local finances in the next 5 to 15 years. We will explore not just outcomes, but the various mechanisms by which governments' fiscal sustainability could be impacted in the near future.

Mary Murphy, Project Director, The Pew Charitable Trusts

William Fox, Director, Center for Business and Economic Research, University of Tennessee

Donald Boyd, Principal, Boyd Research

SESSION 3 | CONCURRENT PANELS

P. THE ROLE OF TRANSIT IN AN AUTOMATED FUTURE

8:30 am | A106 | 1.5 CM / LU Pending

One thing we can all agree on is that zero- or single-occupant vehicles—even with AV technology—are a bad thing. They cause congestion, eat up energy, exacerbate sprawl, and emit more carbon per passenger mile. The best of AV technology is in shared vehicles and a new generation of transit options—AVs used on dedicated lanes or in car-free districts with multiple passengers as an inherent option. This session explores leveraging the AV technology in transit systems. One such application could be in the form of Autonomous Rapid Transit (ART), which would use the technology in small express buses and minivans traveling in dedicated lanes or auto-free zones. The session will also explore other autonomous public transport systems.

Michelle Poyourow, Principal Associate, Jarret Walker + Associates

Lorna Parkins, AICP, Vice President, Transportation Planning, Michael Baker International

Ron Milam, AICP, PTP, Director of Evolving the Status Quo, Fehr & Peers

Q. PLANNING FOR RETAIL IN AN ON-LINE WORLD

8:30 am | A107 | 1.5 CM / LU Pending

Retail site selection is as much of a science as an art form. If that isn't challenging enough, the rise in e-commerce has made retail planning even more complex, with significant implications for those who design public policy, make capital investment decisions, and develop the regulatory and zoning frameworks that inform land use and urban design. What we do know is that these changes have caught the retail industry, as well as those in both the public sectors by storm. This session, led by leading retail real estate advisors and planners of mixed-use places, will explore the impact of e-commerce on urban places – and will offer a set of solutions that might mitigate impact and take advantage of opportunities during this time of transition. Participants will have an opportunity to share their own challenges and receive real-time feedback from peers and instructors.

Larisa Ortiz, Principal, Larisa Ortiz Associates LLC

David Greensfelder, Managing Principal, Greensfelder Commercial Real Estate LLC

Christopher Beynon, AICP, Principal, MIG Inc.

R. A SHARED FUTURE: HOW THE SHARING ECONOMY IMPACTS THE FUTURE OF THE CITY

8:30 am | A105 | 1.5 CM / LU Pending

The growth of the sharing economy is expanding and changing the possibilities for how people will live and work, and creating new opportunities for entrepreneurship. This panel will highlight the implications for how home-sharing and co-working could impact the built environment and where regulatory oversight may or may not be needed. Specific topics we will explore include research about the impact of the sharing economy on Oregon's rural economies, the policy implications of home-sharing websites, and how co-working spaces may change the way that the real estate industry thinks about employment spaces.

Steve Gutmann, Senior Account Manager, moovel

Rebecca Lewis, PhD, Assistant Professor and Sustainable Cities Initiative Research Director, University of Oregon

Andrew Kalloch, Public Policy Attorney, Airbnb

Amanda Loper, AIA, LEED AP, Principal, David Baker Architects

Steve Hoyt-McBeth, Project Manager, Active Transportation Division, Portland Bureau of Transportation

SESSION 4 | CONCURRENT PANELS

S. PLANNING FOR AN AUTOMATED TOMORROW, BEGINNING TODAY

10:15 am | A106 | 1.5 CM / LU Pending

Automated vehicles, shared mobility, and other emerging technologies present a host of promising opportunities to planners and policymakers—and some challenging questions. How do we chart a course toward a positive future in the midst of transformative, unpredictable changes? How do we effectively partner with and harness creative competition among the private companies that play an increasing role in providing transportation services? What data and tools do we need to effectively plan, build, and manage a 21st-century transportation system? Hear from the City of Portland, Portland Metro, and TriMet about how they are navigating these challenges, both in the long term when developing plans and policies and in the day-to-day management and operation of the transportation system.

Eliot Rose, Technology Strategist, Metro
Peter Hurley, Senior Transportation Policy Planner, Portland Bureau of Transportation
Jeff Owen, Senior Planner, Active Transportation, TriMet

T. THE FUTURE OF THE CURB

10:15 am | A103/104 | 1.5 CM / LU Pending

With the rise of ride hailing, micro-transit and private shuttles—and eventually autonomous vehicles—the curb is growing in relevance and becoming a highly desirable piece of the right of way. How can the curb work for multiple users while simultaneously achieving efficiency and safety? Curbs are a city's most valuable real estate. Cities are recognizing the value of their curbsides, rethinking them as flexible zones with room for transit, deliveries, passenger pickups, and storm-water capture – as well as parking. In this session, participants and audience members will hear from cities and the private sector that are capturing more value out of their curbs, keeping travel lanes moving, and more efficiently using street space to meet city goals. With new approaches to curbside management including deliveries, loading zones, drop-off points, and shifted timetables, cities are getting ahead of the increasing demand for deliveries and shared mobility services.

Cory Weinberg, Reporter, The Information
Greg Rogers, Policy Analyst/Assistant Editor, Eno Center for Transportation
Gillian Gillett, Transportation Policy Advisor, City of San Francisco
Allison Wylie, Transportation & Mobility Policy Associate, Uber
Eric Womeldorff, Principal, Fehr & Peers Transportation Consultants

U. RESHAPING CITIES IN A POST-PARKING WORLD: A REAL ESTATE DEVELOPMENT PERSPECTIVE

10:15 am | A105 | 1.5 CM / LU Pending

If shared and/or autonomous vehicle fleets come to dominate personal intra-city travel, some experts suggest that developers will no longer need to provide extensive parking in new housing, office, and retail developments anywhere in urban areas. Whereas other sessions may contemplate retrofitting existing buildings or changing parking policies, this session will focus on how real estate developers might respond to the new parking paradigm and how project-level changes may propagate to reshape urban form. A panel of experts, including real estate developers, will discuss potential changes to developments, how that will impact project feasibility, and how that might shift the spatial geography of cities. The discussion will help attendees build an initial understanding of how our post-parking development patterns might change and how cities might be reshaped over time.

Ian Carlton, Project Director & Co-Founder, ECONorthwest & MapCraft.io
Lisa Abuaf, Development Manager, Prosper Portland
Noel Johnson, Principal, Cairn Pacific Collaborative
Eric Cress, Principal, Urban Development + Partners

SESSION 4 | CONCURRENT PANELS

V. EQUITY IMPACTS OF SHARED/ELECTRIC/CONNECTED/AUTONOMOUS VEHICLES

10:15 am | A107 | 1.5 CM / LU Pending

Transportation expands access to opportunities, from jobs, to housing, to education. But not all transportation is created equally, and not all modes are equally accessible or equally used by diverse populations. The shared, electric, connected, and autonomous transportation future may help expand transportation choices and access to opportunities. However, if equity issues are not proactively considered and addressed, it may exacerbate existing inequality. This session will delve deeper into the question of how shared, electric, connected, and autonomous transportation may serve or impact diverse communities, what projects across the nation are currently dealing with these issues, and what tools agencies and practitioners can use to harness new technologies to benefit all. Equity will be explored through the lenses of gender, socioeconomics, age and ability, and geography (urban v. rural).

Veronica Siranosian, AICP, LEED GA, Director, AECOM Ventures/Transportation, AECOM

Ryan Snyder, Principal, Transpo Group

Amanda Eaken, Director of Transportation and Climate, Urban Solutions Program, National Resources Defense Council

Jana Lynott, AICP, Senior Strategic Policy Advisor, AARP

X. LONG RANGE THINKING AND SYSTEMS CHANGE: THREE EXAMPLES FROM THE BAY AREA

10:15 am | A109 | 1.5 CM / LU Pending

It's time for a (systems) change! Between technology, inequality and climate change, cities and regions are facing new, multi-dimensional "wicked problems" which are not easily defined or solved. How do you talk to your colleagues, the public and elected officials about possible futures and the complex interventions they require? Three Bay Area initiatives – Connect SF, Resilient by Design and SPUR's Regional Strategy – are bold public and civic conversations about the future of cities and the age of on-demand, door-to-door, autonomy, big data, housing shortages, sea level rise and rising inequality. Hear how shaping the future of cities requires practitioners and leaders to change models, and our mental models.

Ratna Amin, Transportation Policy Director, SPUR

Amanda Brown-Stevens, Managing Director, Resilient by Design

Doug Johnson, Transportation Planning Manager, San Francisco Planning Department

W. REWORKING OUR MALLS AND RETAIL

10:15 am | A108 | 1.5 CM / LU Pending

Malls have been a staple of urban life for generations. Today, the retail climate has shifted and made it difficult for them to adhere to their traditional retail models. In this session, Chad Curry will look at what communities are doing to revitalize malls and make them useful again. Chad will look at malls in smaller and larger communities and how they are using them not only to confront the issues around retail, but also how they are using them to support and improve their communities. From urban agriculture to housing and health, communities are getting creative with these spaces.

Chad Curry, Managing Director, Center for REALTOR Technology, National Association of REALTORS

WORKSHOPS

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 : Volunteers are assigned to each workshop. They will :
 : be located outside of the concurrent panel session :
 : rooms at 11:45 am. They will be available to answer :
 : questions, provide lunch recommendations, and to :
 : help guide you to your workshop. :
 :

1. AN AV FOR EVERYONE: SHARED MOBILITY AND EQUITY

1:30 pm | Metro, 401 (pg. 28) | 3 CM / LU Pending

The first generation of AVs to hit our streets will likely be in shared fleets operated by Uber, Lyft, and other private companies, and many see a future where most AVs are shared rather than individually owned. However, many people face significant barriers—including high costs, the digital divide, mobility issues, language and cultural barriers, limited access to banking, and lack of documentation—to using shared services. At this session, representatives from community groups, private companies, research institutions, and the public sector who have tested or studied how to overcome the equity issues surrounding shared mobility will give brief presentations on their findings. We will then lead breakout groups to discuss the policy changes, service models, and design solutions that are needed to ensure that shared AVs work for everyone, using the Cully neighborhood in Northeast Portland, which recently hosted a shared-fleet electric vehicle pilot, as a case study. Participants will learn about the many different equity considerations surrounding shared mobility and equity, hear how communities in the Portland region and around the U.S. have tackled these barriers, and explore solutions together with planners, mobility companies, community groups, and equity advocates.

Eliot Rose, Technology Strategist, Metro

Vivian Satterfield, Deputy Director, OPAL

Zach Henkin, Deputy Director, Forth

Aaron Golub, PhD, Associate Professor, Portland State University

Ingrid Fish, Electric Vehicle Policy Lead, Portland Bureau of Planning and Sustainability

Tim Navarrette, Community Manager, ReachNow

**2. BUILD IT AND THEY WON'T COME:
THE PARKING REVOLUTION**

1:30 pm | OCC, A107 (pg. 33) | 3 CM / LU Pending

The moderator of this workshop will act as the

General Manager (GM) of a transit system with parking and other access challenges. The “GM” will explain that he is expected to build parking at suburban stations, but parking is a very expensive investment, and he has other reasons (including equity, environmental and financial sustainability, and public health) not to build parking. The panel of experts will answer questions that outline all the strategies available, particularly in light of AVs in our future. The GM will use the example of a parcel in a suburban city at the temporary terminus of a light rail line that is under construction. The transit agency and the City have an agreement to build 500 parking spaces in a garage adjacent to existing free transit parking and private commercial parking. The City is interested in building TOD on top of the transit garage, and the adjacent shopping center is interested in sharing the parking. The agency wants to price any new parking they build even if other adjacent parking is not priced. How can the agency use this opportunity to “right size” and appropriately design the parking in light of the future? How can the agency, City, and private property owners manage parking demand among the combined public and private owners when some of it is priced and some is not? We will discuss this dilemma, starting by asking ourselves what we know now, what we expect to see when AVs take over, and how we meet/manage current demand for parking while planning for a different future.

Matt Shelden, AICP, Director, Planning & Innovation Planning, Environment & Project Development Department, Sound Transit

Jemae Hoffman, ENV SP, EastLink Light Rail Development Manager (2018) Director for Sustainable Cities (through Dec 2017) and formerly from VIA (2017) Sound Transit (2018)

Mark Hallenbeck, Director of the Washington State Transportation Center (TRAC), University of Washington

Dylan Glosecki, Co-Chair AIA Seattle, Urban Design Forum, Senior Architect, VIA Architecture and Planning

Frank Ching, MBA, CPP, Board of Directors & Executive Officer, National Parking Association; Deputy Executive Officer of Countywide Planning Parking Management & Shared Mobility, Los Angeles County Metropolitan Transportation Authority (LA Metro)

WORKSHOPS

3. BUILDING A STREET OF THE FUTURE: A PLAYBOOK OF ACTION FOR DELIVERING GREEN, COMPLETE AND SMART STREETS

1:30 pm | OCC, A106 (pg. 33) | 3 CM / LU Pending

The Future Street was originally developed as a conceptual visualization of how our streets of the future could look. And then it was built, in three weeks, from concept to opening. It was a partnership between the Australian Institute of Landscape Architects, the Smart Cities Council and the Internet of Things Alliance Australia, who wanted to explore the necessary design responses to issues like autonomous vehicles, smart city technology, urban agriculture and urban landscape imperatives. In this interactive workshop, the lead design team members will work with participants to create a design concept and plan of implementation to create their own Future Street, ensuring a multi-disciplinary and multi-sector approach to re-imagine the role of their streets in the future, and advance green street, complete street, and smart street agendas together.

Adam Beck, PIA, Executive Director, Smart Cities Council Australia New Zealand

Chris Isles, PIA, Director of Planning, Place Design Group

4. DESIGNING FOR THE FUTURE LIVABLE CITY: HOW DO WE PUT PEOPLE FIRST IN STREET DESIGN?

1:30 pm | UO White Stag (pg. 27) | 3 CM / LU Pending

We are in the midst of a paradigm shift in urban mobility. Within this shifting context, the impacts on livability and urban design have been underrepresented in policy making. This workshop aims to re-frame the conversation by focusing on the type of cities we want to live in and establishing how future mobility can support this vision. The workshop will begin with a moderated panel discussion including: an overview of values-based future mobility principles; presentation of a series of proactive, present-day design opportunities for the built environment, including the potential lane and curb demand metrics and design used in Nelson/Nygaard and Perkins+Will's re-conceptualization study of LA's Wilshire Boulevard on behalf of Lyft; and a description of efforts in Austin to re-frame the conversation of intersection throughput to

focus on people-per-hour and not vehicles. The panel discussion will be followed by a structured break out session to generate ideas on how to apply the principles and concepts discussed in the panel across a range of different urban contexts. By establishing a set of values to guide design decisions, understanding the fundamental transportation metrics to inform planning, and acting immediately to shape desirable outcomes, we are optimistic that the city of the future will be a safer, healthier, happier, and more sustainable place to live and work.

Gerry Tierney, LEED AP BD+C, Associate Principal, Perkins+Will

Aaron Knorr, Registered Architect (PA), LEED AP BD+C, Senior Architect, Perkins+Will

Meg Merritt, Principal, Nelson\Nygaard

Art Pearce, Policy, Planning and Projects Group Manager, Portland Bureau of Transportation

5. EMERGING TECHNOLOGIES AND THE FUTURE OF STREET DESIGN

1:30 pm | Metro, 370 A/B (pg. 28) | 3 CM / LU Pending

Cities and regions across the country are beginning to think ahead to the arrival of self-driving vehicles and other emerging technologies on city streets. This provides an historic opportunity to reclaim streets from the dominance of the automobile and transform them into vibrant, safe activity corridors. In this workshop, participants will explore the ways that emerging technologies could and/or should transform the ways in which streets look and function in the future. The workshop will start with a discussion of principles for street design and emerging technologies. Using real street examples in the Portland region, participants will then investigate how these streets may need to change, and should change in response to new technologies. The workshop will be led by practitioners from the public and private sector who are currently grappling with these issues.

Lake McTighe, Urban and Regional Planner, Metro

Karla Kingsley, Senior Planner, Kittelson and Associates, Inc.

Hermanus Steyn, Senior Principal Engineer, Kittelson and Associates, Inc.

Michael Corrente, Project Manager, TriMet

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Denver Igarta, Complete Streets Planning Manager,
Portland Bureau of Transportation

Radcliffe Dacanay, City Planner, Portland Bureau of
Planning and Sustainability

Mollie Pelon, Technology and Transportation Manager,
NACTO

Anna Slatinsky, Planning Division Manager, City of
Beaverton

Todd Juhasz, Transportation Division Manager, City of
Beaverton

Erin Wardell, Principal Transportation Planner,
Washington County

7. FRAMEWORK DESIGN FOR THE NEXT GENERATION INDUSTRIAL NEIGHBORHOOD

1:30 pm | SERA (pg. 29) | 3 CM / LU Pending

Current e-commerce, sharing economy, and autonomous mobility discussions focus on siloed impacts. This workshop will flip this dynamic and ask: how can these technologies be harnessed to foster the next generation of livable urban neighborhoods? This charrette-style workshop will focus on Portland's Central Eastside Innovation District, a close-in, redeveloping industrial area typical of many North American cities and an ideal laboratory for urban innovation. Technology experts, equity advocates, urban designers, and infrastructure, development, financial, economic and policy professionals will collaborate to create a conceptual framework for a new "urban makers" community model that integrates mixed activities, shared makers activities, walkable urbanism, equitable access to jobs, housing, lifestyle needs, recreation and multi-modal mobility. The framework will integrate financial, land use, design, infrastructure and mobility systems to guide redevelopment policies, investment strategies, import-substitution goals and technology deployment. The framework will be applicable to this demonstration area and similar North American districts.

Tim Smith, AICP, AIA, Principal, Urban Design +
Planning, SERA Architects

Wilfred Pinfold, CEO, Urban Systems, Inc

8. FRIENDS OR FOES? AV, BICYCLISTS, AND PEDESTRIANS: WHAT DO WE NEED TO KNOW, AND HOW WILL WE LEARN IT?

1:30 pm | UO White Stag (pg. 27) | 3 CM / LU Pending

This workshop will cover what is known about the myriad ways that automated vehicles (AV) may impact the safety, equity, mobility, health, and right to the city of bicyclists and pedestrians (e.g., Sandt & Owens, 2017; Owens, et al., 2017). Following the overview, workshop participants will brainstorm research gaps and work together in small groups to flesh out research ideas. Participants will develop a clear problem statement and methodology, and brainstorm about potential funding sources and partners for the work. They will leave the workshop with a clearer understanding of how AVs may impact pedestrians and bicyclists, concrete ideas about how to further investigate these potential issues, and relationships with future collaborators to ensure that pedestrians and bicyclists are considered at every level as AVs become more commonplace.

Rebecca Sanders, PhD, Head of Research, Toole
Design Group

Marc Schlossberg, PhD, Co-Director, Sustainable
Cities Initiative, University of Oregon

William Riggs, PhD, AICP, LEED AP, Assistant
Professor, University of San Francisco

Justin Owens, PhD, Research Scientist, Virginia Tech
Transportation Institute

9. FUTUREPROOFING DEVELOPMENT IN THE OMSI DISTRICT

1:30 pm | OMSI (pg. 30) | 3 CM / LU Pending

The Oregon Museum of Science and Industry (OMSI), one of the top-ranked science centers in the United States with over 1 million visitors per year, is about to embark on development of 11 acres of prime riverfront real estate at the base of the Tillikum Bridge and adjacent to the museum. OMSI recently completed a master plan for the OMSI District in partnership with Snohetta. OMSI's goal is to create a branded campus with private development and the science museum at the center. This workshop asks participants to help OMSI think about how it should "future-proof" development—how should it address parking issues, manage arrivals and departures, integrate walking and biking with AVs, take advantage of technology, and address other opportunities and threats. This workshop will help participants explore how a large, civic venue will need

WORKSHOPS

to address changes within significant transportation, environmental (OMSI is on the Willamette River Waterfront), and economic constraints.

Carol Gossett, Property Development Manager, Oregon Museum of Science and Industry Speaker
Derrick Harris, Engineer, Portland General Electric
Troy Doss, Senior Planner, Bureau of Planning and Sustainability
Carl Abbott, PhD, Professor Emeritus of Urban Studies and Planning, Portland State University

10. LAND VALUATION IMPACTS

1:30 pm | OCC, A109 (pg. 33) | 3 CM / LU Pending

Autonomous vehicle (AV) technology will radically impact land valuation and subsequently, site development potential. In this workshop, we'll work in teams to test our current assumptions about impacts and outcomes, and hope to discover new concepts. This near real-time modeling approach will allow the groups to compare initial beliefs about AV impacts to modeled outcomes for several geographies including site/neighborhood, city, and regional scales. Spatial decisions, design considerations and policy changes can be applied to impact the pace of change and the eventual results. Through this series of exercises, we hope to deepen our thinking on the interrelated data and behaviors that will result in specific land use valuation shifts in our cities. This in turn will dramatically change the development approach and characteristics of our cities. Attendees should come prepared to challenge preconceived notions regarding historical planning and development "standards" – most of which have been established around the idea of humans clumsily navigating large cars across the spectrum of development scales. Novel and non-linear thinkers are encouraged to provide their input and help us determine the physical and economic impacts that are surely coming to a city near you.

Jason Sudy, AICP, Principal, OHM Advisors; Urban Mobility Research Center
Rick Stein, AICP, Principal & Owner, Urban Decision Group, Urban Mobility Research Center
Justin Robbins, AICP, AV/CV Transportation Planner, HDR; Urban Mobility Research Center

11. PARKING AND THE FUTURE OF MOBILITY: HOW TO BUILD FOR TWO REALITIES

1:30 pm | OCC, A103/A104 (pg. 33) | 3 CM/LU Pending

Parking often plays a key role in determining what gets built and which projects are financially feasible. So, what happens if some day we don't need nearly as much parking as developers are providing today? Recent shifts in travel behavior are already reducing parking demand in some places, and some believe that autonomous vehicle technology could drastically reduce the need for parking in the next few decades. Developers could save millions of dollars (and could pack projects with that much more activity and vibrancy) if they were able to trim down their parking supplies even a little bit in the short term. However, even in the most walkable, transit-oriented places, financiers and lessees today expect some parking, and many cities still require ample on-site parking to accommodate high auto mode shares. This workshop will start with a panel discussion featuring people representing the various functions in the private sector that determine what gets built and how. They will share how their thoughts have shifted on the parking question in recent years and strategies they are using to mitigate parking-related risk as they move ahead with projects. Breakout groups will work to generate ideas on how to grapple with these important questions.

Joshua Karlin-Resnick, Senior Associate, Nelson\Nygaard

Francis Weld, Vice President, Strategy and Development, San Francisco Giants

Eric Cress, Principal, Urban Development + Partners

Chris Zahas, Managing Principal, Leland Consulting Group

Bryce Payne, Vice President, Commercial Real Estate, HomeStreet Bank

12. PEDESTRIAN INTERRUPTED: THE AV IMPACT ON TAMPA'S QUEST FOR A WALKABLE DOWNTOWN

1:30 pm | OCC, A108 (pg. 33) | 3 CM / LU Pending

Tampa has made strides in creating a pedestrian friendly downtown in recent years by connecting public spaces along its riverfront. Now looking to nurture connectivity deeper into the CBD and surrounding districts, an AV pilot program could disrupt Tampa's walkable future. The charrette will explore this potential collision and seek to identify specific design strategies to protect pedestrian and

WORKSHOPS

bicycle infrastructure while sensitively incorporating AV technologies. Participants will engage in an active workshop format and will generate ideas about the relationship of public spaces and AV, and learn about the public transportation pilot study taking place in the City of Tampa. The charrette will be facilitated by a partnership of two organizations—the Florida Center for Community Design and Research of the University of South Florida and the Urban Charrette, Inc. a non-profit urban design collaborative.

Taryn Sabia, Assoc. AIA, RUDC Chair, Director, Associate Professor Florida Center for Community Design and Research

Adam Fritz, Assoc. AIA, Co-Founder, Urban Charrette, Inc. / OutsideIN Architecture

Brian Cook, ASLA, Assistant Professor, Florida Center for Community Design and Research
Speaker

Joshua Frank, Assoc. AIA, Vice President, Urban Charrette, Inc.

14. SCENARIO PLANNING FOR AN UNCERTAIN FUTURE

1:30 pm | OCC, A105 (pg. 33) | 3 CM / LU Pending

Emerging technologies such as autonomous vehicles, virtual reality, and machine learning have the potential to reshape cities and regions. There is still a lot we don't know about how these trends will impact the economy and the built environment, but that doesn't mean it's not too early to start planning for them. Starting the conversation with the public is a crucial first step toward preparing for an uncertain future. Join experts in the civic engagement, alternative mobility, and scenario planning fields as they share their experiences and best practices in dealing with disruptive trends. Through a series of hands-on exercises that include exploratory scenarios, participants will learn how to incorporate scenario planning techniques into their civic engagement regimen and how to use cutting-edge planning tools to test drive policy options with the public before they are implemented.

Lisa Nisenson, New Mobility Advisor, Alta Planning + Design

Alex Steinberger, Project Manager, Fregonese Associates

Jean Crowther, AICP, New Mobility Group Lead, Alta Planning + Design

Ken Snyder, Programming Director, Radian|PlaceMatters

15. THE PRICE TO PAY FOR EASY AV TRAVEL

1:30 pm | Lloyd Center Tower (pg. 32) | 3 CM/LU Pending

While we hope that the future of Connected and Autonomous Vehicles (CAVs) will be shared and electric, even that will not be enough to stop some of the worse possible outcomes: a large-scale spike in vehicle miles traveled (VMT) due to the increased ease and reduced opportunity cost of traveling by vehicle. The CAV future could encourage travel behavior with major negative externalities: incentivizing more driving, further sprawl, and less physical activity. Meanwhile, our existing toolkit of Transportation Demand Management (TDM) and pricing strategies needs re-calibration and re-invigoration to meet that challenge. In some cities and districts, TDM strategies have helped achieve traffic reduction and mode split benefits through economic incentives and multimodal requirements, offering a glimpse of what is possible. What are the best practices and lessons from these efforts, and how might we prepare for what is next? This workshop lays out the risks associated with the worst-case scenarios for the CAV future that could undo many potential positive benefits from shared and electric fleets. It challenges participants to help brainstorm which of our existing tools will be most useful in managing for these negative externalities – and how all of us can begin to incorporate this capability at all levels. The workshop is cohosted by the Go Lloyd district and includes a local walkabout to help get the brainstorming juices flowing.

Lauren Mattern, Principal, Nelson\Nygaard Consulting Associates

Owen Ronchelli, Executive Director, Go Lloyd

Kathryn Doherty-Chapman, Employee Outreach/Bike Program Manager, Go Lloyd

Tom Brennan, Principal, Nelson\Nygaard Consulting Associates

Peter Dempster, Strategy + Market Development, ReachNow

16. TRANSIT AGENCY FOCUS IN AN ERA OF NEW MOBILITY

1:30 pm | UO White Stag (pg. 27) | 3 CM / LU Pending

This workshop will focus on the challenges that lie ahead for a transit agency in the changing landscape of new mobility and emerging technologies. TriMet provides bus, light rail, and commuter rail service in the Portland, Oregon, region. Our transportation

WORKSHOPS

options connect people with their community, while easing traffic congestion and reducing air pollution, making our region a better place to live. What steps does a transit agency need to take to ensure meaningful, effective, efficient, and equitable transit service in the changing mobility landscape? How can we harness emerging technologies, such as autonomous ride-sharing vehicles, to enrich transit corridors and ensure transit priority? What updates are needed for policies, plans, facilities, access, parking, and station area amenities? Join this workshop to explore emerging technologies within planned transit projects, identify potential impacts to transit patterns and land use, and assess opportunities to embrace these changes and work towards desired outcomes.

Eric Hesse, Supervising Planner for Policy Innovation and Regional Collaboration, Portland Bureau of Transportation

Jeff Owen, Senior Planner, Active Transportation, TriMet

Jeb Doran, Senior Project Manager, TriMet

Jeffrey Tumlin, Principal, Nelson\Nygaard

Veronica Siranosian, Director, AECOM Ventures/
Transportation

17. WHERE'D ALL THE MONEY GO? OPPORTUNITIES AND CHALLENGES FOR LOCAL GOVERNMENT FINANCES

1:30 pm | ECONorthwest (pg. 31) | 3 CM / LU Pending

This workshop will begin with a short presentation of the limited research on this topic and the charge of the workshop, followed by brief presentations from each table moderator regarding fiscal impacts from their professional perspective. The conversation will then proceed quickly to moderated table discussions involving all workshop attendees. Round table discussions will focus on the following: (1) Brainstorm likely impacts to local government revenue sources and cost structures. (Participants will be encouraged to think broadly, from reduced parking revenue in major cities to how the changes to the economy impact income tax revenues; from impacts to road operation and maintenance needs to changes in the nature and amount of social services and emergency services needed. (2) Discuss implications for local government fiscal health, both positive and negative. (3) Identify the practical steps that could be taken now (whether fiscal in nature or other) to prepare for these changes. Following the break outs, participants

will report back to the group, with time in the agenda for a large group discussion.

Lorelei Juntunen, Partner/Project Director,
ECONorthwest

Josh Lehner, State Economist, State of Oregon

Lisa Abuaf, Development Manager, Prosper Portland

HAPPY HOUR - SHARK TANK: SPECIAL EDITION SPONSORED BY FEHR & PEERS

5:30 pm | Basecamp Brewing Company

What does your 2040 look like? Join us as attendees pitch ideas to share what they imagine transportation will look like in the future. No need to be registered for the Urbanism Next Conference to attend this event.

In partnership with the Urbanism Next Conference 2018
www.urbanismnext.com

SHARK TANK

HAPPY HOUR
EVERYONE WELCOME

PITCH YOUR IDEAS TO YOUR PEERS & PROS

WHAT DOES YOUR 2040 LOOK LIKE?

WHEN: Tuesday, March 6
TIME: 5:30pm
WHERE: Base Camp Brewing Company
REGISTER:
<https://urbanismnext2018.eventbrite.com>
HOSTED BY: FEHR & PEERS
(No need to be registered for the Urbanism Next Conference to attend this event)

TO PITCH: Email us at:
urbanismnext2018@fehrandpeers.com
answering the following:
» What does *your* 2040 look like?
» How do autonomous vehicles play a role?
» How did we get there?
» What do we need to do now to make that happen?

Full participant details at:
<https://urbanismnext2018.eventbrite.com>
Deadline for presentation submissions: 2.16.18

THE UNIVERSITY OF OREGON

The audience will vote on which idea our sharks will invest in.
Prizes will be awarded.

WHITE STAG BUILDING

WORKSHOPS AT WHITE STAG BUILDING

4. DESIGNING FOR THE FUTURE LIVABLE CITY: HOW DO WE PUT PEOPLE FIRST IN STREET DESIGN?

ROOM: 142/144, FLOOR 1

VOLUNTEERS:

Natasha Bogovich
Chelsea Clark

8. FRIENDS OR FOES? AV, BICYCLISTS, AND PEDESTRIANS: WHAT DO WE NEED TO KNOW, AND HOW WILL WE LEARN IT?

ROOM: 150, FLOOR 1

VOLUNTEERS:

Kevin Neuman
Emily Mason

16. TRANSIT AGENCY FOCUS IN AN ERA OF NEW MOBILITY

ROOM: 346, FLOOR 3R

VOLUNTEERS:

Dana Shinn
Douglas Tohom

DIRECTIONS

Oregon Convention Center

777 NE Martin Luther King Jr Blvd, Portland, OR 97232

Walk About 1 min, 171 ft

Convention Center MAX Station

Light rail: MAX Blue Line or MAX Red Line

3 min (2 stops) · Stop ID: 8376

Old Town/Chinatown MAX Station

Walk About 3 min, 0.1 mi

Head south on NW 1st Ave toward NW Davis St
Turn left onto NW Couch St

White Stag Building

70 NW Couch St, Portland, OR 97209

LUNCH OPTIONS

A. Angelina's Greek Gyros

112 NW Couch St, Portland, OR

B. Floyd's

118 NW Couch St, Portland, OR

C. Even Keel

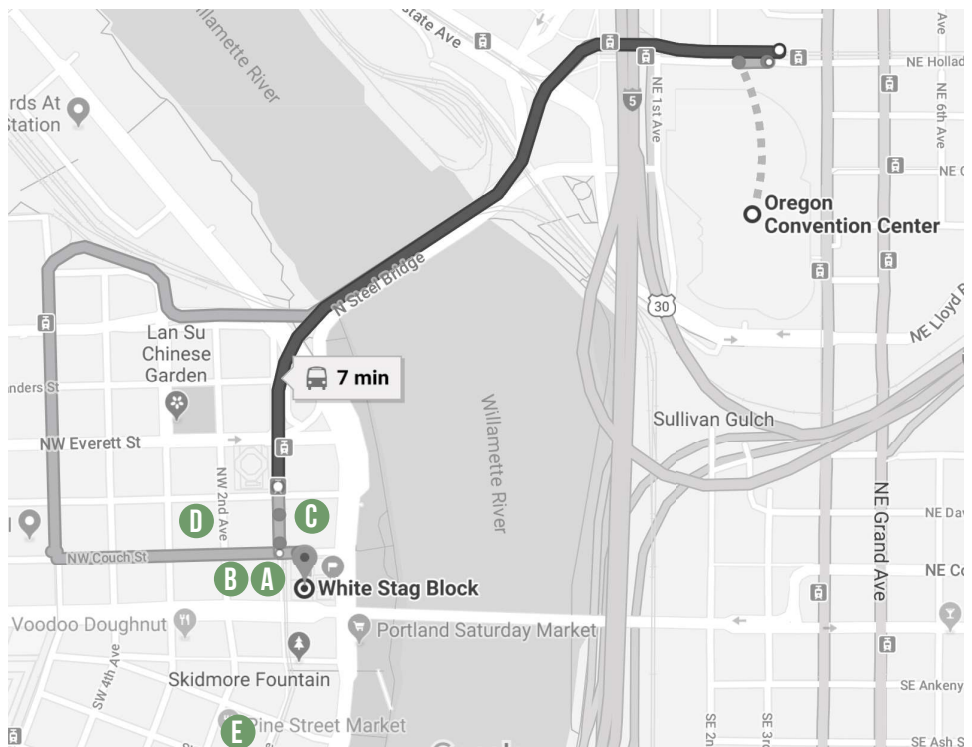
38 NW Davis St, Portland, OR

D. Old Town Pizza

226 NW Davis St. Portland, OR

E. Pine Street Market

126 SW 2nd Ave, Portland, OR



METRO

WORKSHOPS AT METRO

1. AN AV FOR EVERYONE: SHARED MOBILITY AND EQUITY

ROOM: 401

VOLUNTEERS:

Andrew Milner
Luke Ralston

5. EMERGING TECHNOLOGIES AND THE FUTURE OF STREET DESIGN

ROOM: 370 A/B

VOLUNTEER:

Cindy Chou
Matthew Tsui

DIRECTIONS

Oregon Convention Center

777 NE Martin Luther King Jr Blvd, Portland, OR 97232

Head east toward NE Martin Luther King Jr Blvd
75 ft

Turn right onto NE Martin Luther King Jr Blvd
102 ft

Turn left onto NE Hoyt St
256 ft

Turn left onto NE Grand Ave

Metro

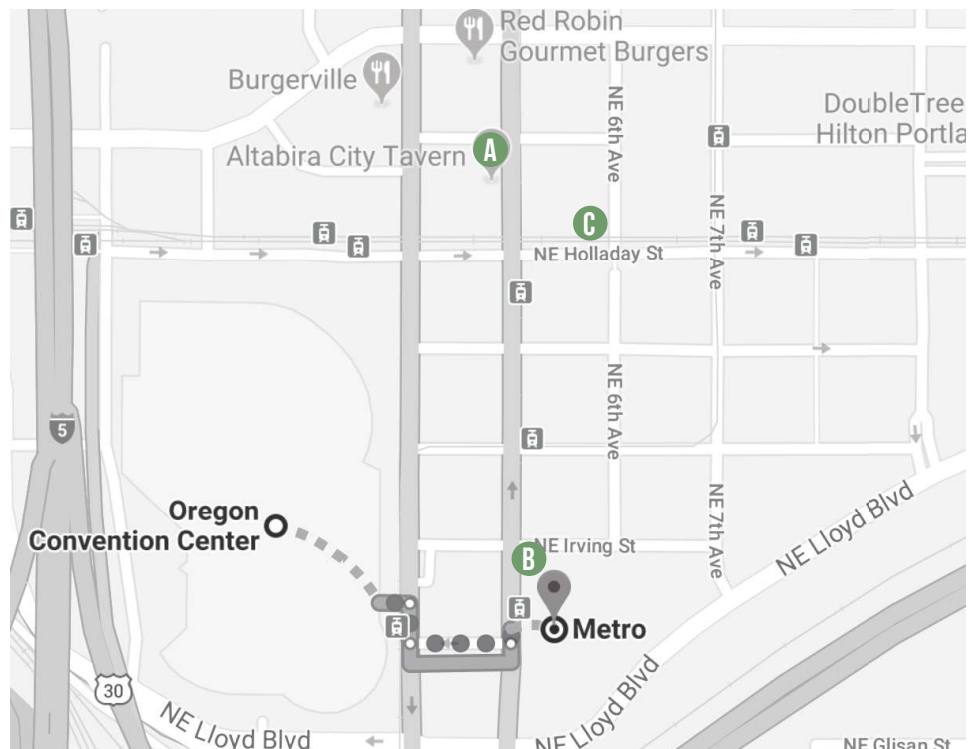
600 NE Grand Ave, Portland, OR 97232

LUNCH OPTIONS

A. Citizen Baker | 1089 NE Grand Ave, Portland, OR

B. Table 6 Cafe | 622 NE Grand Ave, Portland, OR

C. J Cafe | 533 NE Holladay St #101, Portland, OR



SERA

WORKSHOP AT SERA

7. FRAMEWORK DESIGN FOR THE NEXT GENERATION INDUSTRIAL NEIGHBORHOOD

VOLUNTEERS:

Hannah Hirzel
Shea Northfield

DIRECTIONS

Oregon Convention Center

777 NE Martin Luther King Jr Blvd, Portland, OR 97232

Walk About 1 min, 171 ft

Convention Center MAX Station

Light rail: MAX Green Line City Center/PSU

6 min (2 stops) · Stop ID: 8376

Union Station/NW 5th & Glisan MAX Stn

Walk About 1 min, 384 ft

Head south on NW 5th Ave toward NW Glisan St

SERA

338 NW 5th Ave, Portland, OR 97209

LUNCH OPTIONS

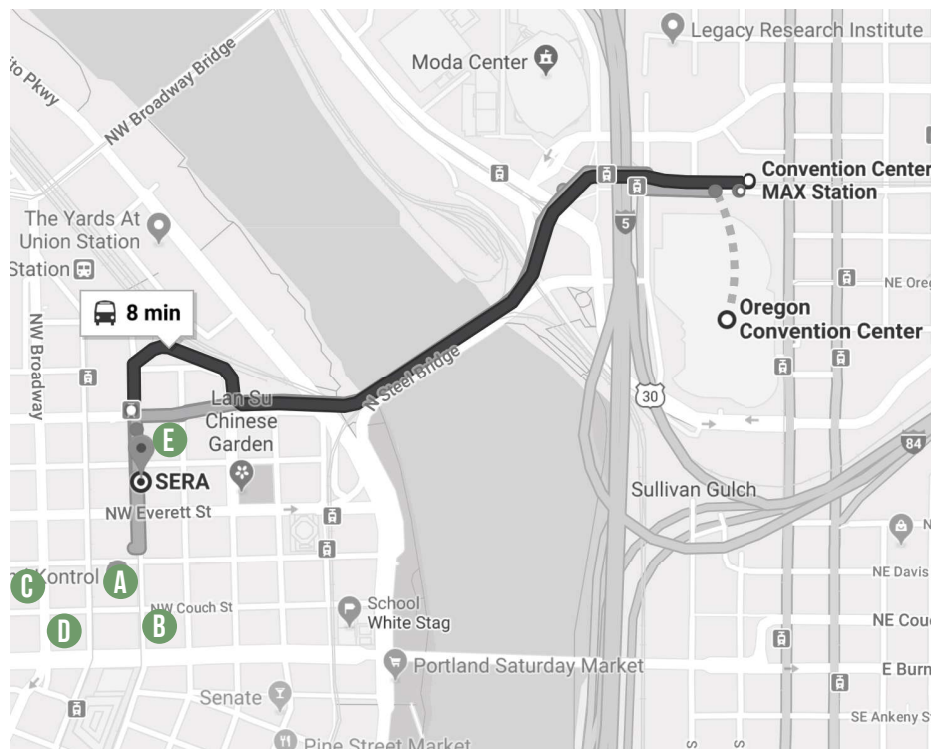
A. Theo's | 121 NW 5th Ave, Portland, OR

B. Mi Mero Mole | 32 NW 5th Ave, Portland, OR

C. Garden Bar | 3565, 135 NW Broadway, Portland, OR

D. Sushi Ichiban | 24 NW Broadway, Portland, OR

E. PINTS Brewing Co. | 412 NW 5th Ave, Portland, OR



WORKSHOP AT OMSI

9. FUTUREPROOFING DEVELOPMENT IN THE OMSI DISTRICT

VOLUNTEERS:

Shannon Hines

Nadja Quiroz

DIRECTIONS

Oregon Convention Center

777 NE Martin Luther King Jr Blvd, Portland, OR 97232

Walk About 3 min , 0.1 mi

Head southeast toward NE Martin Luther King Jr Blvd

Turn right onto NE Martin Luther King Jr Blvd

NE M L King & Hoyt

Light rail: Portland Streetcar - A LoopPSU via OMSI

10 min (7 stops) · Stop ID: 5912

SE Water/OMSI (Streetcar)

Walk About 4 min , 0.2 mi

Head north on SE 2nd Pl toward SE Water Ave

Turn left onto SE Water Ave

Slight left to stay on SE Water Ave

Destination will be on the left

OMSI

1945 SE Water Ave, Portland, OR 97214

LUNCH OPTION

A. Theory | 1945 SE Water Ave, Portland, OR



ECONORTHWEST

WORKSHOP AT ECONORTHWEST

17. WHERE'D ALL THE MONEY GO? OPPORTUNITIES AND CHALLENGES FOR LOCAL GOVERNMENT FINANCES

ROOM: SUITE 1600, LARGE CONFERENCE ROOM

VOLUNTEER:

Emily Picha

Andrew Calnen

DIRECTIONS

Oregon Convention Center

777 NE Martin Luther King Jr Blvd, Portland, OR 97232

Walk About 1 min, 171 ft

Convention Center MAX Station

Light rail: MAX Green Line City Center/PSU

13 min (6 stops) · Stop ID: 8376

City Hall/SW 5th & Jefferson MAX Station

Walk About 3 min, 0.2 mi

Head southwest on SW 5th Ave toward SW Jefferson St

Turn left onto SW Columbia St

ECONorthwest

222 SW Columbia St #1600, Portland, OR 97201

LUNCH OPTIONS

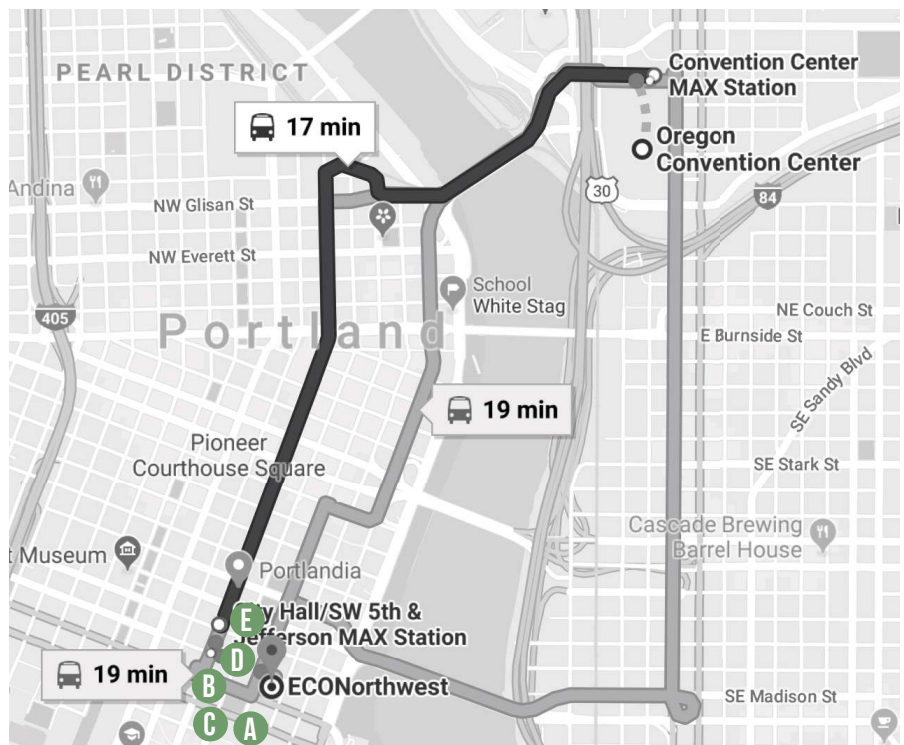
A. August Moon Chinese | 116 SW Clay St, Portland, OR

B. Potbelly Sandwich Shop | 222 SW Columbia St, Portland, OR

C. Morton's The Steakhouse | 213 SW Clay St, Portland, OR

D. House of Ramen | 223 SW Columbia St, Portland, OR

E. Portland Kettle | 1344 SW 3rd Ave, Portland, OR



LLOYD CENTER TOWER

WORKSHOP AT LLOYD CENTER TOWER

15. THE PRICE TO PAY FOR EASY AV TRAVEL

ROOM: MULTNOMAH / IRVINGTON CONFERENCE ROOM, 2ND FLOOR

VOLUNTEERS:

Paige Portwood
Justin Sandoval

DIRECTIONS

Oregon Convention Center

777 NE Martin Luther King Jr Blvd, Portland, OR 97232

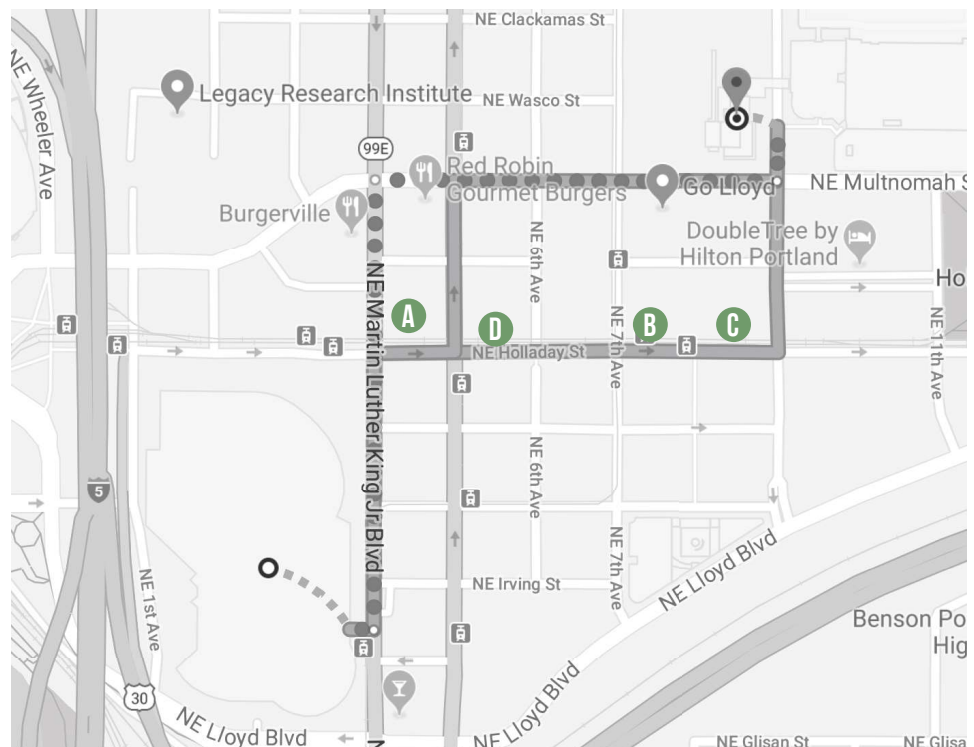
| Head east toward NE Martin Luther King Jr Blvd
75 ft| Turn left onto NE Martin Luther King Jr Blvd
0.3 mi| Turn right onto NE Multnomah St
0.2 mi

| Turn left onto NE 9th Ave

Lloyd Center Tower

825 NE Multnomah St, Portland, OR 97232

LUNCH OPTIONS

A. Citizen Baker | 1089 NE Grand Ave, Portland, OR**B.** Little Big Burger | 787 NE Holladay St, Portland, OR**C.** Garden Bar | 1061 NE 9th Ave, Portland, OR**D.** J Cafe | 533 NE Holladay St #101, Portland, OR

OREGON CONVENTION CENTER (OCC)

WORKSHOPS AT OREGON CONVENTION CENTER

2. BUILD IT AND THEY WON'T COME: THE PARKING REVOLUTION

ROOM: A 107

VOLUNTEERS:

Mariana Dominguez

Katya Urbanovich

3. BUILDING A STREET OF THE FUTURE: A PLAYBOOK OF ACTION FOR DELIVERING GREEN, COMPLETE AND SMART STREETS

ROOM: A 106

VOLUNTEERS:

Alyssa White

Isaac Kort-Meade

10. LAND VALUATION IMPACTS

ROOM: A 109

VOLUNTEERS:

Thia Bankey

Doug Greene

WORKSHOPS AT OREGON CONVENTION CENTER

11. PARKING AND THE FUTURE OF MOBILITY: HOW TO BUILD FOR TWO REALITIES

ROOM: A 103/A 104

VOLUNTEERS:

Sabrina Ortiz-Luna

Emma Porricolo

12. PEDESTRIAN INTERRUPTED: THE AV IMPACT ON TAMPA'S QUEST FOR A WALKABLE DOWNTOWN

ROOM: A 108

VOLUNTEERS:

Julissa Rosales

14. SCENARIO PLANNING FOR AN UNCERTAIN FUTURE

ROOM: A 105

VOLUNTEERS:

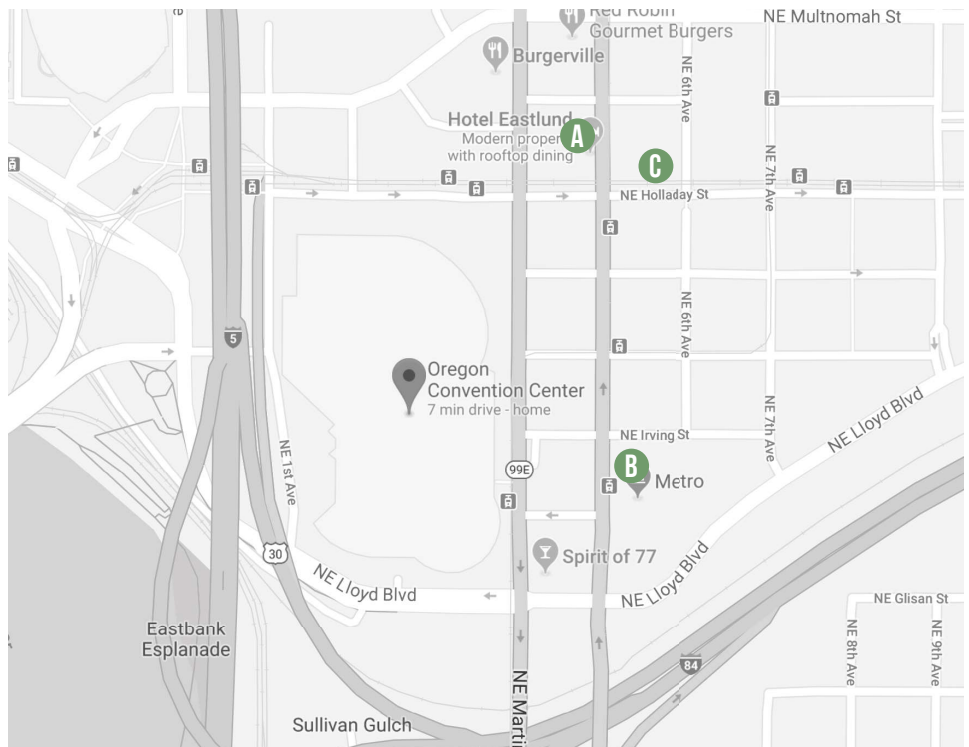
Christa Drew

LUNCH OPTIONS

A. Citizen Baker | 1089 NE Grand Ave, Portland, OR

B. Table 6 Cafe | 622 NE Grand Ave, Portland, OR

C. J Cafe | 533 NE Holladay St #101, Portland, OR



PLENARY SPEAKERS AND PANELS | OREGON BALLROOM 201/202

SETTING THE STAGE: WHAT WE HEARD

9:00 am | With two days of keynote speakers, sessions, and workshops, Becky Steckler, AICP, Urbanism Next Program manager will set the stage for Wednesday's panels by summarizing what we've heard so far, focusing on key takeaways from the conference speakers, sessions, and workshops.

**BECKY STECKLER, AICP****URBANISM NEXT PROGRAM MANAGER,
UNIVERSITY OF OREGON****STRATEGIC COMMUNICATIONS AND EMERGING TECHNOLOGIES**

9:20 am | As emerging technologies disrupt how we live, move, and conduct business in cities, professionals will need to effectively and strategically communicate how these changes impact cities and what cities can do about it while engaging their audiences. This session will provide a high-level foundational "how-to" session for agencies and organizations who need to effectively communicate and frame this topic with key audiences.

**DONNA DAVIS, PHD****ASSISTANT PROFESSOR, UNIVERSITY
OF OREGON SCHOOL OF JOURNALISM
AND RESEARCH AND DIRECTOR OF
THE STRATEGIC COMMUNICATION MA
PROGRAM****WHAT HAPPENS NEXT: INDUSTRY**

9:40 am | Many of the impacts of emerging technologies will be determined, in part, by what industry leaders decide to do. Industry leaders take the stage during this panel to talk about how they see their industries adopting and expanding technology.

**MATT HOFFMAN****VP OF INNOVATION, ENTERPRISE
COMMUNITY PARTNERS, INC.****DEBS SCHRIMMER****TRANSPORTATION POLICY MANAGER,
LYFT****STONLY BAPTISTE****CO-FOUNDER AND PARTNER AT URBAN
US, INVESTMENT PARTNER AT URBAN-X
ACCELERATOR BY BMW/ MINI,
TEACHER AT UNIVERSITY OF CHICAGO
BOOTH SCHOOL OF BUSINESS**

PLENARY SPEAKERS AND PANELS | OREGON BALLROOM 201/202

WHAT HAPPENS NEXT: RESEARCH

10:20 am | Emerging technologies will disrupt how we plan and develop cities. Are we asking the right questions to ensure we understand the issues and the impacts? Leading scholars from around the country will come together in this panel to discuss what they've learned so far and what they hope to study in the future.



DAVID ROUSE, FAICP

MANAGING DIRECTOR OF RESEARCH
AND ADVISORY SERVICES, AMERICAN
PLANNING ASSOCIATION



GIOVANNI CIRCELLA, PHD

DIRECTOR, 3 REVOLUTIONS FUTURE
MOBILITY PROGRAM, INSTITUTE OF
TRANSPORTATION STUDIES, UC DAVIS



CONRAD KICKERT, PHD

ASSISTANT PROFESSOR OF URBAN
DESIGN, UNIVERSITY OF CINCINNATI



REBECCA LEWIS, PHD

UNIVERSITY OF OREGON



WILLIAM RIGGS, PHD

ASSISTANT PROFESSOR, UNIVERSITY
OF SAN FRANCISCO, SCHOOL OF
MANAGEMENT

WHAT HAPPENS NEXT: PROFESSIONALS

11:00 am | Some of the first people that will have to respond to the impacts of emerging technologies are the planners, architects, landscape architects, urban designers, and developers working in communities across the country. How do the professions need to adapt to this disruption?



TIM SMITH, AICP

PRINCIPAL, SERA ARCHITECTS



DAVID ROUSE, FAICP

MANAGING DIRECTOR OF RESEARCH
AND ADVISORY SERVICES, AMERICAN
PLANNING ASSOCIATION



DAVID PISCUSKAS, FAIA, LEED AP

FOUNDING PRINCIPAL, 1100 ARCHITECT
AND 2017 PRESIDENT, AIA — NEW YORK



MARY STEWART

SENIOR DESIGN ASSOCIATE, ALTA
PLANNING + DESIGN, INC.

PLENARY SPEAKERS AND PANELS | OREGON BALLROOM 201/202

WHAT HAPPENS NEXT: GOVERNING

11:40 am | At the end of the day, it is the policies and regulations that elected officials adopt at the local, state, and national level that will determine how emerging technologies impact cities and city development. This panel will discuss how cities from Pittsburgh to Portland are tackling these issues and how other cities around the country should prepare.

**KIL HUH****SENIOR DIRECTOR, THE PEW
CHARITABLE TRUSTS****MARTHA BENNETT****ICMA BOARD MEMBER AND COO, METRO****ALEX PAZUCHANICS****ASSISTANT DIRECTOR OF MOBILITY AND
INFRASTRUCTURE, CITY OF PITTSBURGH****MOLLIE PELON****TECHNOLOGY AND CITY
TRANSPORTATION PROGRAM MANAGER,
NACTO****LEAH TREAT****DIRECTOR, PORTLAND BUREAU OF
TRANSPORTATION****THE LAST WORD**

12:20 pm | No one has all the answers, but we do need to be asking the right questions. The Urbanism Next Conference brings together a truly interdisciplinary group of people from the private, public, and academic sectors. These are the people dealing with the impacts that technological changes are already having upon cities and will continue to have in the future. Urbanism Next lead for the University of Oregon, Nico Larco, AIA, will reflect on what we learned at the conference and the work we all still have to do.

**NICO LARCO, AIA****URBANISM NEXT LEAD,
SCI CO-DIRECTOR, AND ASSOCIATE
PROFESSOR, UNIVERSITY OF OREGON**

DAVID ROUSE, FAICP, ASLA - MANAGING DIRECTOR OF RESEARCH AND ADVISORY SERVICES, AMERICAN PLANNING ASSOCIATION



Kenneth Petty, Director of the FHWA Office of Planning, addresses symposium attendees in October 2017. Photo credit: American Planning Association

There is widespread agreement that autonomous vehicles (AVs) are the next big thing in transportation. In a 2016 study for the Florida Department of Transportation, a Florida State University research team found that “AV technology has the potential to transform transportation systems and land use patterns to a level not seen since the mass production of the private automobile roughly a century ago.”¹ There is also growing recognition that the potential secondary impacts of the technology on communities and the built environment will be significant – in a positive or negative direction, or both. Sounding a note of warning, Erik Guerra of the University of Pennsylvania asserted in a 2015 *Journal of Planning Education and Research* article that “the planning profession has a somewhat poor track record of preparing for new transportation technologies.”²

Two predominant scenarios about a future AV world have emerged in the last several years. In the “utopian” scenario, the AV fleet consists of shared electric vehicles, leading to fewer cars, reduced congestion and carbon emissions, improved air quality, and compact development patterns in which walking, biking, and transit thrive. In the “dystopian” scenario, the AV fleet consists of private vehicles and zero-occupancy or “zombie” cars roam the streets, resulting in greatly increased traffic, severe reductions in other transportation modes, increased air pollution, and more sprawl as people choose to live in the hinterlands and have their cars drive them to work.

It is perhaps most likely that the future will be somewhere between the two extremes, and planners and allied professionals will play a key role in helping communities maximize positive and

minimize negative outcomes from AV technology. Cognizant of the failure of the planning profession in the 20th century to anticipate the secondary impacts of private automobiles, the American Planning Association (APA) has prioritized planning for the coming wave of autonomous vehicles as a strategic research and policy initiative.³ With support from the Federal Highway Administration (FHWA) and other sponsors, APA, the National League of Cities (NLC), and partner organizations convened a symposium on the policy implications of autonomous vehicles for cities and regions at NLC headquarters in October 2017. Released by APA in February 2018, the report on the symposium provides guidance on how local and regional government agencies can start planning for AVs, from community visioning and goal setting to policy and implementation through development regulations, site design, and public investment. Other resources and policy guidance developed by APA include:

- a Research Knowledgebase collection of reports, policy guides, briefing papers, articles, and other resources addressing AVs;
- Policy Principles and Recommendations for Autonomous Vehicles (adopted by the APA Board in January 2018); and
- a Planning and Advisory Services (PAS) Report on Planning for Autonomous Vehicles (forthcoming later in 2018).

While much is unknown about how the secondary impacts of AVs – combined with related trends such as e-commerce and shared mobility – will play out over time, one thing is certain: the time to begin planning is now. Pilot applications of the technology are rolling out in cities across the country and planning processes underway today have 20- to 30-year time horizons, within which use of AVs is projected to be widespread. The challenge for planners is to adapt existing approaches, as well as develop new approaches and tools that enable communities to sustain their values and achieve their goals in an era of rapid technological change.

¹ Chapin, T., Stevens, L., Crute, J., Crandall, J., Rokyta, A., and Washington, A. 2016. “Envisioning Florida’s Future: Transportation and Land Use in an Automated Vehicle World.” Florida State University Department of Urban and Regional Planning. Retrieved from: <http://www.floridaplanning.org/wp-content/uploads/2016/05/Envisioning-Floridas-Future-Final-Report.pdf>.

² Guerra, E. 2015. “Planning for Cars That Drive Themselves: Metropolitan Planning Organizations, Regional Transportation Plans, and Autonomous Vehicles.” *Journal of Planning Education and Research* 36 (2).

³ Autonomous Vehicle (AV) Resources. 2018. American Planning Association. Retrieved from: research and policy initiative.



Reconvening Participants. Photo credit: Melody Wu

Articles about autonomous vehicles (AVs) promising to be as disruptive to society as the introduction of the automobile in the early 1900s seem to be popping up in the news regularly these days. AV technology brings the potential to make great progress in providing greater access, address equity issues, reduce greenhouse gases, reduce congestion, reduce the cost of travel, create public space, improve safety and make our communities healthier and more livable. At the same time, AV technology could also exacerbate congestion, sprawl suburbs further out, increase greenhouse gas emissions, exacerbate inequities, and make communities less livable. The outcome will depend on the policies and programs that cities, counties, regions, states, and the federal government adopt to incorporate AVs into the fabric of our communities.

Recognizing this is as a critical juncture, staff at the transportation consulting firm the Transpo Group organized a two-day brainstorming workshop in Los Angeles in December 2017. The Autonomous Vehicle Policy Summit brought together representatives from a variety of disciplines, including academics, industry professionals, government officials, consultants and public interest groups working with AVs to synthesize previous work and formulate draft policies. Altogether, approximately 100 people contributed. The final report records recommended policies developed during the AV Policy Summit that address a wide range of issues, some of which are outlined below. The report also suggests the appropriate roles for each level of government.

While the first instinct for some is to first try to determine how to legally allow AVs to operate,

planners and transportation experts understand that the best policies start with the goals and outcomes that the community wants to achieve, then craft policies that will deliver those outcomes.

An organizing committee and participants set forth the following goals for AV policy:

1. To reduce traffic-related crashes, injuries, and fatalities
2. To improve access for everyone, including all income levels, as well as people of all ages and physical abilities
3. To ensure an equitable transportation system
4. To foster healthy communities
5. To create an environmentally sustainable transportation system
6. To mitigate job loss and to create new well-paying jobs for those displaced
7. To foster sustainable land use development patterns
8. To reduce congestion
9. To enable sharing of rides as a viable and appealing option

Attendees of the AV Policy Summit spent most of their time focusing on eight topics, which are summarized here:

EQUITY

There is no guarantee that private companies providing transportation services will provide equitable access to all users. In addition, there are serious concerns about the impact of ride- and car-sharing will have on transit. Attendees determined that policies should support equitable transit, which remains the most efficient way to move large numbers of people in dense areas, and active transportation. They also identified the need to prioritize potentially re-developable land for housing and other public benefits, minimize sprawl, and enforce ADA provisions. The group acknowledged the need to address job loss resulting from AVs and that local, state, and the federal government should consider job training for displaced workers. Finally, the group acknowledged that pricing could be used to ensure equity.

REDUCING VEHICLE MILES TRAVELED (VMT)

Like the equity group, the VMT reduction group discussed similar topics but through the lens of

RYAN SNYDER, PROJECT COORDINATOR, TRANSPO GROUP + BECKY STECKLER, AICP, URBANISM NEXT PROGRAM MANAGER, UO

reducing VMT. They also noted the importance of transit and active transportation to reduce VMT. Shared AVs are the most likely platform to result in reduced VMT. Cities should also consider introducing AV-only zones in high pedestrian areas. In addition, the group agreed that pricing can be a highly-effective tool to encourage sharing and reduce VMT.

TECHNOLOGY

AV technology promises to significantly increase the potential for data collection, which could vastly improve our ability to efficiently plan infrastructure and manage the transportation system. However, at this point there is no guarantee that private companies will share their data without data agreements in place. Establishing data-sharing agreements will be critical.

ISSUES FOR CITY GOVERNMENT

Cities will need to address a wide range of issues, from parking policies and programs to regulating and, potentially, pricing the curb. To address curbside issues of equity and efficiency, cities should prioritize shared vehicles and transit, and ensure that people with disabilities can enter and exit vehicles safely. Cities have the opportunity to use pricing to align use with community goals, including shared and electric AVs.

LAND USE PLANNING

While AVs promise to open up land currently dedicated to parking throughout communities, the peril they could bring is increased sprawl as people become more tolerant of longer commutes. Attendees noted the potential to aggressively encourage transit-supportive and walkable communities through redevelopment of parking infrastructure and to discourage long commutes through pricing and the protection of rural and resource land for non-urban uses.

SAFETY

The potential safety and efficiency improvements that AVs promise are the primary benefits of adoption. Over 37,000 people die each year on American roads and AVs can potentially save these lives, as well as the hundreds of thousands maimed every year in car crashes. Communities should adopt performance-based regulations that



Most of the Work was Completed in Break-out Groups
Photo credit: Melody Wu

establish safety goals and determine liability for crashes. Additionally, the federal government should establish an AV cybersecurity body to ensure the integrity of the operating software for AVs.

REDUCING GREENHOUSE GASSES (GHG)

Electric vehicle (EV) policies and efforts to reduce VMT are critical to ensure that AVs don't increase GHG emissions. Governments should establish emissions standards for TNCs and fleets and link registration fees to GHG emissions. Electrification is key and policies should require AVs to be electric and ensure that charging infrastructure is in place to support passenger and freight EVs.

GOODS MOVEMENT AND SERVICES

The automation of freight, both long-range and local delivery, will also have profound impacts on our transportation system. Policies should allow large AVs, and the federal government and states will need to understand how to price AVs to address roadway impacts and damage from large trucks.

The full AV Policy Summit report can be found at: http://www.transpogroup.com/assets/autonomousvehiclepolicyframeworksummit_finalproductreport.pdf. The detailed excel files developed by each workshop are available for practitioners interested in the range of policy, regulatory, and programmatic issues communities across the country are likely to face with the rollout of AVs.

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URBANISM NEXT CONFERENCE STEERING COMMITTEE

Nico Larco, AIA, Urbanism Next, Sustainable Cities Initiative, University of Oregon
Rebecca Lewis, PhD, Sustainable Cities Initiative, University of Oregon
Becky Steckler, AICP, Urbanism Next, Sustainable Cities Initiative, University of Oregon
Robert Hoffman, American Institute of Architects Portland, (AIA Portland)
Julia Mollner, AIA Portland
Laura Buhl, AICP, CNU-A, OAPA and the Transportation and Growth Management, Oregon
Department of Land Conservation and Development
Aaron Ray, AICP, Oregon Chapter of the American Planning Association and the Port of Portland
Laurie Matthews, Past President, Oregon Chapter of the American Society of Landscape
Architects (Oregon ASLA)
Andreas Stavropoulos, Oregon ASLA
Jamie Hendrickson, Oregon ASLA
Sarah DeVita-McBride, Urban Land Institute Northwest
Noel Johnson, Urban Land Institute and Cairn Pacific Collaborative

URBANISM NEXT CONFERENCE PROGRAM COMMITTEE

Laura Buhl, AICP, OAPA and the Department of Land Conservation and Development
Payton Chung, Urban Land Institute
Sarah DeVita-McBride, Urban Land Institute Northwest
Dennis Egner, FAICP, OAPA and the City of Milwaukie
Rebecca Lewis, PhD, University of Oregon
Amanda Loper, AIA, LEED AP, Principal, David Baker Architects
Julia Mollner, AIA Portland Board Director and Carleton Hart Architecture
Terrance O'Connell, CCM Real Estate
Emily Picha, ECONorthwest
Aaron Ray, AICP, OAPA and the Port of Portland
David Rouse, FAICP, American Planning Association
Taryn Sabia, University of South Florida, AIA Regional + Urban Design Committee Chair
Marc Schlossberg, PhD, University of Oregon
Andreas Stavropoulos, Oregon ASLA and BASE
Marianne Zarkin, MZLA Landscape Architects

URBANISM NEXT AT THE UNIVERSITY OF OREGON'S SUSTAINABLE CITIES INITIATIVE

Nico Larco, AIA, Co-Director
Marc Schlossberg, PhD, Co-Director
Becky Steckler, AICP, Program Manager
Rebecca Lewis, PhD, SCI Director of Research
Amanda Howell, Program Coordinator
Megan Banks, Sustainable City Year Program Manager
Marsha Gravesen, Finance Manager
Katie Fields, Communications Associate
Emily Buckberg, Graduate Employee
Natasha Bogovich, Graphic Designer
Alison Bowers, Graphic Designer

REGISTRATION

Lori Servin, Action Registration

URBANISM NEXT CONFERENCE VOLUNTEERS

Thia Bahnkey
Andrew Calnen
Cindy Chou
Chelsea Clark
Marshall Curry
Jen Davidson
Mariana Domínguez
Christa Drew
Kerry Edinger
Tulani Freeman
Douglas Greene
Shannon Hines
Hannah Hirzel

Isaac Kort-Meade
Skyla Leavitt
Matt Loudermilk
Emily Mason
Caroline Mellor
Andrew Milner
Madelaine Murray
Kevin Neuman
Shea Northfield
Sabrina Ortiz Luna
Corrie Parrish
Justin Peterson
Emily Picha

Emma Porricolo
Paige Portwood
Nadja Quiroz
Luke Ralston
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Douglas Tohom
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