#### **NYU Wagner logo**

**URPL-GP 4666**

**Topics in Urban Transportation Studies and Practice**

**Spring 2021**

## Instructor Information

* Michael A Replogle
* Email: mar9962@nyu.edu
* Office Hours: by appointment.

## Course Information

* Class Meeting Times: Wednesdays, 4:55 pm - 6:35 pm, February 3 - March 20
* Class Location: Zoom TBD

## Course Prerequisites

* None

## Course Description

This course explores the challenges of advancing more sustainable urban transportation, with a spotlight on New York. We will explore definitions for transportation sustainability and ways to advance and take it to scale. We will consider Open Streets, Vision Zero, shared and electric mobility, automation, parking, as well as the fiscal crisis facing mass transit.  We will consider the roles of governments, advocates, business leaders, community groups, the press, and others in urban transportation policy and implementation.

This course will be led by Michael Replogle, Deputy Commissioner for Policy at the New York City Department of Transportation. He has helped oversee a wide range of initiatives including Vision Zero, Open Streets, and Citibike. Prior to joining the City, he founded and led Bikes Not Bombs, the Institute for Transportation and Development Policy (ITDP), and the Partnership on Sustainable Low Carbon Transport (SLoCaT). As Transportation Director for the Environmental Defense Fund (EDF), he managed transport reform campaigns. As a Visiting Professor at the China Academy of Transportation Sciences, he advised governments on green transport strategies. At the Maryland National Capital Parks and Planning Commission, he advanced reforms to growth policies and the regional planning process. A past advisor to many governments and multilateral institutions worldwide, he holds MSE and honors BSE degrees in Civil and Urban Engineering and a BA in Sociology, all from the University of Pennsylvania.

The course may include one or more guest speakers who have played an important role in urban transportation policy.

## Course and Learning Objectives

Students will gain insights into how paradigm change can happen in urban transportation. Students will read several papers that helped shape the trajectory of ideas in good currency regarding sustainable transportation. They will learn about the use of strategic planning, indicators, and benchmarks, as well as pilot testing and tactical urbanism approaches that have affected transportation system evolution, with a focus on New York City examples.

At the end of the course, students who complete it successfully will be able to --

1. Ask incisive questions and summarize arguments and points of consensus and conflict concisely with appropriate references to various points-of-view.
2. Identify and discuss key strategies that should be considered to advance sustainability in urban transportation in large modern cities like New York, identifying barriers to progress and strategies that might overcome them.
3. Identify which tactics and modalities for action may be more appropriate in one circumstance or context compared to others, and where complementary strategies are essential for effectively advancing transportation sustainability.

| **Graded Assignment** | **Course Objective Covered** |
| --- | --- |
| 300-word written submissions each week | #2, #3 |
| Submission of questions | #1 |
| Participation in classes | #1, #2, #3 |

## Required Readings

These are listed in each week’s class work.

## Assessment Assignments and Evaluation

### **Individual Assessment**

1. **Written submissions** (300-words maximum) to weekly assigned questions, 70%
2. Contribution to discussion & learning, as discussed below:
3. **Participation**: Students enrolled in this class are required to attend the events, complete any assigned reading, fully participate in class discussions where no guest speaker is present, and when speakers are present participate by asking questions during Q and A. While, I do not expect that every student will ask questions of every speaker, students will be graded based on their overall engagement and participation. This item (“Participation”) will account for 20% of the final grade.
4. **Questions**: By 11:55 pm on the Friday prior to each guest speaker’s appearance, each student will submit in writing, via NYU Classes, at least two questions they are considering asking the guest speakers. I will provide any feedback on those questions by the Tuesday immediately prior to the presentation. This item (“Questions”) will account for 10% of the final grade.

### **Late Submission Policy for Assignments**

Written assignments are due not later than 11:55 pm on the Tuesday following each weekly class. Extensions will be granted only in case of emergency, out of respect to those who abide by deadlines despite equally hectic schedules. Late submissions of essays and questions without extensions will be penalized one point per 24-hour period.

## Overview of the Semester (draft schedule 1/26/21)

* Week 1
	+ Date: February 3
	+ Topic: The Long March: Pathways to More Sustainable Urban Transportation
* Week 2
	+ Date: February 10
	+ Topic: Vision Zero and Vehicle Automation
* Week 3
	+ Date: February 17
	+ Topic: Managing the Curb: Parking, Urban Freight, and Vehicle Electrification
* Week 4
	+ Date: February 24
	+ Topic: Better Buses, Mass Transit, and Congestion Pricing
* Week 5
	+ Date: March 3
	+ Topic: COVID-19 Recovery and New York City’s Streets
* Week 6
	+ Date: March 10
	+ Topic: Taxis, For-Hire Vehicles, Cycling, and Micro-mobility
* Week 7
	+ Date: March 17
	+ Topic: Maintaining Legacy Urban Bridges, Highways, and Capital Assets

## Letter Grades

Letter grades for the entire course will be assigned as follows:

| **Letter Grade** | **Points** |
| --- | --- |
| **A** | 4.0 points |
| **A-** | 3.7 points |
| **B+** | 3.3 points |
| **B** | 3.0 points |
| **B-** | 2.7 points |
| **C+** | 2.3 points |
| **C** | 2.0 points |
| **C-** | 1.7 points |
| **F** | 0.0 points |

### Student grades will be assigned according to the following criteria:

* (A) Excellent: Exceptional work for a graduate student. Work at this level is unusually thorough, well-reasoned, creative, methodologically sophisticated, and well written. Work is of exceptional, professional quality.
* (A-) Very good: Very strong work for a graduate student. Work at this level shows signs of creativity, is thorough and well-reasoned, indicates strong understanding of appropriate methodological or analytical approaches, and meets professional standards.
* (B+) Good: Sound work for a graduate student; well-reasoned and thorough, methodologically sound. This is the graduate student grade that indicates the student has fully accomplished the basic objectives of the course.
* (B) Adequate: Competent work for a graduate student even though some weaknesses are evident. Demonstrates competency in the key course objectivesbut shows some indication that understanding of some important issues is less than complete. Methodological or analytical approaches used are adequate but student has not been thorough or has shown other weaknesses or limitations.
* (B-) Borderline: Weak work for a graduate student; meets the minimal expectations for a graduate student in the course. Understanding of salient issues is somewhat incomplete. Methodological or analytical work performed in the course is minimally adequate. Overall performance, if consistent in graduate courses, would not suffice to sustain graduate status in “good standing.”
* (C/-/+) Deficient: Inadequate work for a graduate student; does not meet the minimal expectations for a graduate student in the course. Work is inadequately developed or flawed by numerous errors and misunderstanding of important issues. Methodological or analytical work performed is weak and fails to demonstrate knowledge or technical competence expected of graduate students.
* (F) Fail: Work fails to meet even minimal expectations for course credit for a graduate student. Performance has been consistently weak in methodology and understanding, with serious limits in many areas. Weaknesses or limits are pervasive.

## Detailed Course Overview

**Course Outline (draft 1/26/21)**

**Session 1:**  The Long March: Pathways to More Sustainable Urban Transportation

**Required readings**:

* Replogle, Michael, [Sustainable Transportation Strategies for Third World Development](http://onlinepubs.trb.org/Onlinepubs/trr/1991/1294/1294-001.pdf), *Transportation Research Record 1294*, 8 pg. (1991).
* Replogle, Michael, [Computer Transportation Models for Land Use Regulation and Master Planning in Montgomery County, Maryland](http://onlinepubs.trb.org/Onlinepubs/trr/1990/1262/1262-011.pdf), Transportation Research Record 1262, (1990) Pg. 97-100 starting with section: “Growth Management Applications of the Montgomery County Model.”
* Replogle, Michael, [Testimony to Senate Banking Committee, Housing, Transportation, and Community Development Subcommittee](https://www.banking.senate.gov/imo/media/doc/ReplogleEDFITDPBankingTestimony070709.pdf), on transportation and climate change. July 9, 2009, 1-22.
* Replogle, Michael and Colin Hughes, [Moving Toward Sustainable Transport](https://itdpdotorg.wpengine.com/wp-content/uploads/2014/07/State-of-the-World-2012-Chap_04_ITDP.pdf), from *2012 State of the World Report: Moving Towards Sustainable Prosperity*, Worldwatch Institute. (Pg. 53-65).
* Watts, Jonathan, “[Development Banks Pledge $175bn for Public Transport at Rio+20: Money Will be invested in building transport systems that will reduce greenhouse gas emissions](https://www.theguardian.com/environment/2012/jun/20/development-banks-rio20-public-transport),” *The Guardian, June 20, 2012.*
* City of New York, [*PlaNYC: A Greener, Greater New York*](http://www.nyc.gov/html/planyc/downloads/pdf/publications/planyc_2011_planyc_full_report.pdf)*,* April 2011. (Pg. 90-99 only).
* NYCDOT [*Strategic Plan 2016: Safe Green Smart Equitable*](https://www.nycdotplan.nyc/sites/default/files/2017-07/Strategic-plan-2016.pdf), (Pg. 7-16)
* City of New York, *OneNYC 2050: Building a Strong and Fair City*, [Efficient Mobility](https://onenyc.cityofnewyork.us/wp-content/uploads/2019/05/OneNYC-2050-Efficient-Mobility.pdf) (Volume 8, Pg. 5-33) and [Modern Infrastructure](https://onenyc.cityofnewyork.us/wp-content/uploads/2019/11/OneNYC-2050-Modern-Infrastructure-11.13.pdf) (Volume 9, Pg. 5-29).
* NYC Mayor’s Office of International Affairs, [Global Vision: Urban Action](https://www1.nyc.gov/site/international/programs/global-vision-urban-action.page). Accessed 13 January 2021.

**Recommended Reading:**

* [Mayor’s Management Report for Fiscal Year 2020](https://www1.nyc.gov/assets/operations/downloads/pdf/mmr2020/dot.pdf), Transportation section, Pg. 253-268.
* Zegras, Chris, [Mainstreaming Sustainable Urban Mobility](http://web.mit.edu/czegras/www/Zegras_DraftChapter13_Final.pdf), in *Urban Transport for the Developing World: Policy and Planning Perspectives from the Early Second Millennium*. (Pg. 1-19 only)
* United Nations Economic and Social Commission for Asia and the Pacific (UN ESCAP), [Forum Summary for Thirteenth Regional Environmentally Sustainable Transport (EST) Forum in Asia: *Achieving Smart and Resilient Cities through Low-Carbon and Intelligent Transport System*](https://sdgs.un.org/sites/default/files/2021-01/UNCRD_13th%20EST%20Forum_Forum%20Summary%20-%20Final-Adopted-issued-without%20formal%20editing-12%20Jan%202021.pdf)*,* 10-11 November 2020. Pg. 1-27.

Michael Replogle will recount the rise of the movement for more sustainable transportation from 1970s bicycle and environmental activism to today. He will discuss some of the different ways he has engaged with local, state, federal, and multilateral institutions to help foster more sustainable transportation globally, working in and out of government. He will put New York’s sustainable transport initiatives in the context of global efforts. (45 minutes)

In 5 or 6 break out rooms of 5 or 6 students, groups will begin by agreeing on who will serve as a reporter and who will serve as facilitator. Students will have 30 minutes to discuss questions posed by the instructor; following this a designated reporter will summarize areas of consensus and disagreement for each group:

* Consider one or more key use cases in which sustainable transportation today could be advanced by means of strategic goal setting, indicator tracking, vision planning, master planning, or pilot projects. Describe examples and discuss some circumstances under which one tactic might be of greater strategic value than another tactic and why this is so. How can these tactics be employed together for greater effectiveness?
* Identify one or two most urgently needed strategies to advance urban transportation sustainability today in New York City? Why are these the most urgent needs? What should be done to rapidly advance that strategy? Which key institutions or actors need to mobilize to get it done? What kinds of political strategies are needed to make progress?

Reporters will then report back to the full class, with not-more-than 3-minute summaries of the discussions. (15 minutes). The final minutes of class will be open Q&A.

After class, and before 11:55pm on the following Tuesday, each student will write and submit a maximum 300-word essay. This should either:

(1) Respond to the bulleted questions above, or

(2) For a specific transportation related agency of your choice (city, regional, state, or federal), identify one or more key indicators that are linked to publicly stated goals of the agency. Discuss if and how the agency reports on its progress against adopted goals and whether the goal setting and reporting appears to be having any effect. If not, why not? What might be called for as a remedy to improve governance and accountability? Is the agency measuring and focusing on the right things? Offer and justify your recommendations.

**Session 2:**  Vision Zero and Vehicle Automation

**Required readings**:

* Replogle, Michael and Julia Kite-Laidlaw. [The Apple Bites Back: Boosting traffic safety and sustainable transport with Vision Zero in New York City](https://www.h3bconnected.com/vision-zero/), 2018. 3pg.
* John Whitelegg and Gary Haq, [Vision Zero: Adopting a Target of Zero for Road Traffic Fatalities and Serious Injuries](https://mediamanager.sei.org/documents/Publications/Future/vision_zero_FinalReportMarch06.pdf), 2006, Stockholm Environmental Institute, Pg. 1-14.
* [Randy LoBasso](https://bicyclecoalition.org/author/randy/), [*We Are Dropping Police Enforcement From Vision Zero*](https://bicyclecoalition.org/we-are-dropping-police-enforcement-from-vision-zero/), Bicycle Coalition of Greater [Philadelphia](https://www.epw.senate.gov/public/_cache/files/a/8/a884169b-09ee-422c-99eb-26639ae9e0ea/8640227E8E4A727DA7CDE5300932D921.trottenberg-testimony-06.13.2018.pdf), 2020, 3 pg.
* Hassan, Adeel, [Citizens on Patrol: What if Your Neighbor Could Give You a Parking Ticket?](https://search-proquest-com.proxy.library.nyu.edu/nytimes/docview/2243644328/fulltext/DD9220D000684009PQ/1?accountid=12768), *New York Times*, June 20, 2019. 4pg.
* [NYC DOT, Borough Pedestrian Safety Action Plans Vision Zero Update 2019](https://www1.nyc.gov/html/dot/downloads/pdf/vz-2019-update-city-hall.pdf), Executive Summary (Pg. Viii to pg. 5) and Innovations (Pg. 7-16).

# City of New York, [*Vision Zero: De Blasio Administration to Increase Traffic Safety Measures, Call on State to Approve Overnight and Weekend Speed Camera Enforcement,*](https://www1.nyc.gov/office-of-the-mayor/news/882-20/vision-zero-de-blasio-administration-increase-traffic-safety-measures-call-state-approve) December 22, 2020, 3 pg.

# Zipper, David,“[The U.S. Could Make New Cars a Lot Less Deadly: Federal safety standards for passenger vehicles have lagged even as drivers have embraced larger, more dangerous trucks and SUVs. The Biden administration could reverse that trend](https://www.bloomberg.com/news/articles/2021-01-06/u-s-new-car-safety-ratings-are-overdue-for-update),” *Citilab*, January 6, 2021. 3 pg**.**

* Emma Whitford, [New York City is Having a Serious Conversation About Driverless Cars](https://gothamist.com/news/nyc-is-having-serious-conversations-about-driverless-cars), *The Gothamist,* Oct. 28, 2016. 3pg.
* [Testimony of Polly Trottenberg](https://www.epw.senate.gov/public/_cache/files/a/8/a884169b-09ee-422c-99eb-26639ae9e0ea/8640227E8E4A727DA7CDE5300932D921.trottenberg-testimony-06.13.2018.pdf), Commissioner, New York City Department of Transportation, to Senate Environment and Public Works Committee Hearing on, *Innovation and America’s Infrastructure: Examining the Effects of Emerging Autonomous Technologies on America’s Roads and Bridges*, June 13, 2018. 10 pg.

# Replogle, Michael, [Intelligent Transportation Systems for Sustainable Communities](https://trid.trb.org/view/452142), George Mason University, 1994. Pg. 53-59.

# Evans, John, [Intelligent speed assistance: everything you need to know: Why do we need it, how does it work and what’s it like to use? We look at the tech that can automatically curb your car’s speed to the prevailing limit](https://www.autocar.co.uk/car-news/features/intelligent-speed-assistance-everything-you-need-know), *Autocar*, May 26, 2019. 4 pg.

# European Transport Safety Council, [*New connected vehicle rules could boost road safety*](https://etsc.eu/new-connected-vehicle-rules-could-boost-road-safety/), April 19, 2019. 1pg.

Michael Replogle will offer a 45-minute lecture summarizing the history of Vision Zero, its application to New York City, and lessons learned to date. He will discuss the opportunities and challenges of vehicle automation and how these technologies might contribute or undermine transportation safety and sustainability.

In 5 or 6 break out rooms, students will discuss for 20 minutes the opportunities and barriers to creating a culture of compliance with traffic laws and a culture of mutual respect for others. Should the government use more automated enforcement? Should citizens be deputized to enforce traffic laws? Should police be involved in traffic enforcement? Should NHTSA require Intelligent Speed Assistance, Automated Braking, Pedestrian and Cyclist Recognition Systems? Should automated vehicles be required to comply with local and state traffic laws? Should speed limits be reduced further or roads redesigned?

Reporters will summarize their discussions, taking not more than 3 minutes each. At the end of class, the poll will be repeated.

After class, and before 11:55pm on the following Tuesday, each student will write and submit a maximum 300-word essay. This should describe the role automated traffic enforcement might play in the next 5-10 years and what other strategies might be used to improve equity and fairness in Vision Zero policing and enforcement.

**Session 3:**  Managing the Curb: Parking, Urban Freight, and Vehicle Electrification / confirmed guest speaker

**Required Readings:**

* [Nicole Gelinas](https://www.city-journal.org/contributor/nicole-gelinas_519), “[Decongesting New York: How Gotham can get its gridlocked traffic flowing again](https://www.city-journal.org/new-york-traffic-crisis),” City Journal, [Winter 2019](https://www.city-journal.org/magazine?issue=319).
* Adam Millard-Ball, Rachel R. Weinberger, Robert C. Hampshire, “[Is the curb 80% full or 20% empty? Assessing the impacts of San Francisco’s parking pricing experiment](https://www-sciencedirect-com.proxy.library.nyu.edu/science/article/pii/S0965856414000470?via%3Dihub),” *Transportation Research Part A: Policy and Practice*, Volume 63, 2014, Pages 76-92.
* [Digital Parking Enforcement: What is it and how does it work?](https://www.passportinc.com/blog/digital-parking-enforcement-what-is-it-and-how-does-it-work/)
* Michael Kodransky and Gabrielle Hermann, [*Europe’s Parking U-Turn: From Accommodation to Regulation*](https://itdpdotorg.wpengine.com/wp-content/uploads/2014/07/Europes_Parking_U-Turn_ITDP.pdf), Spring, 2011, Institute for Transportation and Development Policy. Pg. 4-23, 56-61.
* José Holguín-Veras, et.al. including M. Replogle, “[The New York City Off-Hour Delivery Program: A Business and Community-Friendly Sustainability Program](https://pubsonline-informs-org.proxy.library.nyu.edu/doi/full/10.1287/inte.2017.0929)”*, Interfaces,* Vol. 48 Issue 1.
* John Cortwright, [*New York City’s Green Dividend*](https://www1.nyc.gov/html/dot/downloads/pdf/nyc_greendividend_april2010.pdf), April 2010, CEOs for Cities, pg. 1-8.
* Gersh Kuntzman, [DOT: We Are NOT Backing Down on Neighborhood Loading Zones! *Streetsblog,*](https://nyc.streetsblog.org/2019/08/22/dot-we-are-not-backing-down-on-residential-loading-zones/) Aug. 22, 2019.
* [Winnie Hu](https://www.nytimes.com/by/winnie-hu) and [Matthew Haag](https://www.nytimes.com/by/matthew-haag), [Park It, Trucks: Here Come New York’s Cargo Bikes](https://search-proquest-com.proxy.library.nyu.edu/nytimes/docview/2321675023/fulltext/2A48DD4141F648BFPQ/1?accountid=12768), *New York Times,* Dec. 4, 2019.
* [Lawrence Ulrich](https://www.nytimes.com/by/lawrence-ulrich), [Charger Desert’ in Big Cities Keeps Electric Cars From Mainstream,](https://search-proquest-com.proxy.library.nyu.edu/nytimes/docview/2392483504/fulltext/E287F548DBE54658PQ/1?accountid=12768) *New York Times,* April 16, 2020.
* Gersh Kuntzman, [Ready, Set, Containerize: City Moves Ahead with ‘Open Streets: Garbage’ Plan](https://nyc.streetsblog.org/2020/12/04/ready-set-containerize-city-moves-ahead-with-open-streets-garbage-plan/), *Streetsblog*, Dec. 4, 2020.
* Miguel Angel Medina, [Air pollution in Madrid’s low-emission zone rises back to pre-fine levels](https://english.elpais.com/elpais/2019/09/13/inenglish/1568376569_945651.html), *El Pais*, Sept. 16, 2019.
* Charles Riley, [Electric cars hit record 54% of sales in Norway as VW overtakes Tesla](https://www.cnn.com/2021/01/05/business/norway-electric-cars-vw-tesla/index.html), [*CNN Business*](https://edition.cnn.com/business)*,* January 5, 2021

20 minute lecture by Michael Replogle on parking and urban freight. Discussion of parking policy in NYC and elsewhere. Discussion of parking placards and company cars. NYC transition from meters to MuniMeters to pay-by-plate to transform curb management. E-Cargo bike pilot in NYC and beyond. Discuss key elements of DOT freight plan: Off-Hour Deliveries, Freight consolidation. Discuss low emission zones and challenges of electrification.

20-30 minute guest lecture: Nichole Gelinas, Manhattan Institute

After lecture, poll students to see how many support: (1) eliminating Alternate Side Parking in NYC, (2) charging a significant fee for all street parking in NYC, or (3) converting more street space to bus lanes, bike lanes, open restaurants, etc (following questions on NYC COVID Recovery Survey). After poll, compare responses with NYC COVID Recovery Survey results.

The remaining time will be devoted to class discussion with the guest speaker and Michael Replogle, drawing on students’ pre-submitted questions.

After class, and before 11:55pm on the following Tuesday, each student will write and submit a maximum 300-word essay discussing whether or not New York City should change its policy for pricing on-street parking and, if such a change in policy should apply differently based on neighborhood or street type, what criteria should guide City policy. What should the key goals for parking and curb management? How can the sense of entitlement to free on-street parking best be addressed politically? Under what conditions should trucks be given priority access to the curb?

**Session 4:**  Better Buses, Mass Transit, Congestion Pricing, and Integrated Strategies / Possible guest speaker

**Required Reading:**

* [Testimony of Michael Replogle, Deputy Commissioner for Policy, New York City Department of Transportation](https://www.epw.senate.gov/public/_cache/files/c/b/cb50379a-5710-412e-a939-5af70161065e/89E04E200A7DD6ADF92751A045565F90.03.06.2019-replogle-testimony.pdf), Before the Senate Committee on Environment and Public Works, Regarding Infrastructure Investment, March 6, 2019.
* NYC DOT, [NYC Mobility Report 2019](http://www.nyc.gov/html/dot/downloads/pdf/mobility-report-2019-print.pdf), August 2019, pg 5-35.
* Institute for Transportation and Development Policy, [*What is BRT?*](https://www.itdp.org/library/standards-and-guides/the-bus-rapid-transit-standard/what-is-brt/)*, 2016.*
* New York City Office of Mayor, [14th Street Busway](https://www1.nyc.gov/html/brt/html/routes/14th-street.shtml)
* New York City Office of Mayor, [Mayor de Blasio Releases First 14th Street Busway Report](https://www1.nyc.gov/office-of-the-mayor/news/625-19/mayor-de-blasio-releases-first-14th-street-busway-report), December 18, 2019
* Marc Lee, [Mobility pricing in practice: A look at London, Stockholm and Singapore](https://www.policynote.ca/mobility-pricing-in-practice-a-look-at-london-stockholm-and-singapore/), *Policy Note*. Apr 30, 2018.

# [Matt McFarland](https://www.cnn.com/profiles/matt-mcfarland), [Plan to charge cars for driving into Manhattan is facing 'unprecedented' delays](https://www.cnn.com/2020/08/24/cars/new-york-congestion-pricing/index.html), CNN Business, August 24, 2020

* Replogle, Michael, [Bicycle Access to Public Transportation: Learning from Abroad](http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.374.7546&rep=rep1&type=pdf), ITE Journal, December 1992, (Pg. 15-21)
* NYC DOT, [A Plan for Cycling in New York City - City of New York](https://www1.nyc.gov/html/dot/downloads/pdf/bike-safety-plan.pdf), 2019.

**Recommended Reading:**

* Replogle, Michael, [*Reducing CO2 and Energy Use Through Livable Reducing CO2 and Energy Use Through Livable Communities: What Communities: What’s Possible and Next Steps*](https://www.aceee.org/files/pdf/conferences/30th/transport/Replogle.pdf)*,* American Council for an Energy Efficient Economy 30th Anniversary Symposium, Washington, DC.

Michael Replogle will lecture for 20 minutes on integrated strategies for street management. This will be followed by a possible 20-30 minute guest presentation by Ryan Russo, Oakland Department of Transportation [TBC]

The remaining time will be devoted to class discussion with the guest speaker and Michael Replogle, drawing on students’ pre-submitted questions.

After class, and before 11:55pm on the following Tuesday, each student will write and submit a maximum 300-word essay on one of the three matters: (1) whether or not and why they believe transportation master plans should be required if developing those plans takes away resources from more opportunistic sustainable transportation project development, or (2) to what extent New York City should develop more high quality BRT corridors and how authorities might best address strong opposition from local stakeholders to parking loss, or (3) the case for or against exempting or putting a cap on the daily toll for taxis and for-hire vehicles entering the congestion pricing zone. discussed in the break out groups.

**Session 5:**   Transforming New York City’s Streets: Street Fight, Green Wave and the COVID Recovery / Possible Guest Speaker

**Required Reading:**

* NYC DOT, [Open Streets](https://www1.nyc.gov/html/dot/html/pedestrians/openstreets.shtml), and [Open Restaurants](https://www1.nyc.gov/html/dot/html/pedestrians/openrestaurants.shtml), 2 pg.

# [Better Buses Restart: Mayor de Blasio Announces Major Projects to Speed Buses During City’s Phased Reopening](https://www1.nyc.gov/office-of-the-mayor/news/417-20/better-buses-restart-mayor-de-blasio-major-projects-speed-buses-during-city-s-phased), June 8, 2020.

# Hidalgo, Dario, [More Bicycles, Slower Speeds, a More Livable City: Paris Mayor Anne Hidalgo Plans an Ambitious Second Term](https://thecityfix.com/blog/bicycles-slower-speeds-livable-city-paris-mayor-anne-hidalgo-plans-ambitious-second-term-dario-hidalgo/). *The City Fix*, 15 July 2020.

# Kabek, Ben, [Corey Johnson’s streets master plan is a great first step for a more livable NYC: But meaningful action on the streets will depend upon the next mayor](https://ny.curbed.com/2019/11/4/20948035/nyc-street-safety-corey-johnson-master-plan-analysis), *Curbed New York*. 4 November 2019.

# City of New York, [*Amid Year of Unprecedented Streetscape Changes, Mayor de Blasio Announces Largest One-Year Protected Bike Lane Expansion in New York City History*](https://www1.nyc.gov/office-of-the-mayor/news/888-20/amid-year-unprecedented-streetscape-changes-mayor-de-blasio-largest-one-year), December 29, 2020, 3 pg.

# Colon, David,[Surface Transportation Council Members Break Ranks To Demand COVID Recovery Plan](https://nyc.streetsblog.org/2020/09/02/surface-transportation-council-members-break-ranks-to-demand-covid-recovery-plan/), *Streetsblog*, 2 September 2020.

# Kuntzman, Girsh, [Report: City’s Failure to Add Bike Parking Hurts Businesses, Costs Lives, Increases Theft and Reduces Cycling](https://nyc.streetsblog.org/2021/01/05/report-citys-failure-to-add-bike-parking-hurts-businesses-costs-lives-increases-theft-and-reduces-cycling/), Streetsblog, January 5, 2021.

Michael Replogle will give a 20-minute lecture on Open Streets, Open Restaurants, and the City’s COVID recovery response and how these efforts compared to other cities. He will talk about efforts to create more bike parking and better bicycle-transit integration in New York and other cities. And he will discuss master plan approaches vs incremental tactical urbanism strategies for advancing sustainable urban transportation. There will be a possible 20-30 minute guest presentation by Jannette Sadik-Kahn [TBC]

The remaining time will be devoted to class discussion with the guest speaker and Michael Replogle, drawing on students’ pre-submitted questions.

After class, and before 11:55pm on the following Tuesday, each student will write and submit a maximum 300-word essay focused around at least some of the following questions: What are the short- and long-term value and trade-offs of rights-based highly decentralized street-use reallocation programs vs. more standard rule-based permitting processes? Consider nimbleness and scaling, compliance with rules, administrative demands, community and stakeholder engagement and backlash, potential for political vesting of rights, and need for maintenance agreements. How much should cities press forward over local opponents to change street space allocation in the name of safety? How much should cities empower community-based efforts to reallocate street space? What safeguards are needed to ensure a balancing of public interests? How can decentralized decision-making or planning be made more equitable given differences in capacity of local stakeholders in different parts of cities?

**Session 6:**  Taxis, For-Hire Vehicles, and Shared Mobility / guest speaker

# Bruce Schaller, [Can Sharing a Ride Make for Less Traffic? Evidence from Uber and Lyft and Implications for Cities](http://schallerconsult.com/rideservices/sharingride.htm), *Transport Policy,* March 2021, pp. 1-10.

# Charles Komanoff, [*A Report to the Council on Curbing For-Hire Vehicle Stockpiling in the Manhattan Core*](https://council.nyc.gov/news/2021/01/12/curbing-fhv-stockpiling/)*,* (Executive Summary), New York City Council, Jan. 12, 2021*.*

* Institute for Transportation and Development Policy, [The Bikeshare Planning Guide](https://itdpdotorg.wpengine.com/wp-content/uploads/2013/12/BSPG_digital.pdf), 2018. (read Sections 1.1, 1.2, 3, 4.2, 6.1 through 6.3, and 8.3: pages 6-9, 10-13,15,20-36, 47-52, 69-74, 98-100)
* Dana Yanocha Mackenzie Allan, [*The Electric Assist: Leveraging E-Bikes and E-Scooters for More Livable Cities*](https://www.itdp.org/wp-content/uploads/2019/12/ITDP-The-Electric-Assist-Leveraging-E-bikes-and-E-scooters-for-More-Livable-Cities-Executive-Summary.pdf)*.* (Executive Summary), Institute for Transportation and Development Policy, 2019. 6pg
* D’Agostino, Mollie, et.al., [Mobility Data Sharing: Challenges and Policy Recommendations](https://escholarship.org/uc/item/47p885q8), University of California Davis, Institute for Transportation Studies, 2019. 2pg.
* [Amanda Merck](https://salud-america.org/author/merck/), [6 Ways to Correct Bike Share’s Social Equity Problem](https://salud-america.org/6-ways-to-correct-bike-shares-social-equity-problem/), *Salud America*, February 21, 2020. 3pg.
* Stanislav Sobolevsky, Ekaterina Levitskaya, Henry Chan, Marc Postle, Constantine Kontokosta, [*Impact Of Bike Sharing In New York City*](https://arxiv.org/pdf/1808.06606.pdf)*,* 2018. Pg 1-26.

**Recommended Reading:**

* Read the entirety of Institute for Transportation and Development Policy, [The Bikeshare Planning Guide](https://itdpdotorg.wpengine.com/wp-content/uploads/2013/12/BSPG_digital.pdf), 2018, rather than just selections above.

Presentation by Michael Replogle on shared micro-mobility: bikesharing, e-scooter sharing, e-moped sharing, carsharing and high level introduction to impacts of for-hire vehicles on sustainable mobility. Guest presentation by Meera Goshi, former NYC Taxi Commissioner, who has been nominated to head the Federal Motor Carrier Safety Administration [Tentatively accepted].

The remaining time will be devoted to class discussion with the guest speaker and Michael Replogle drawing on students’ pre-submitted questions.

After class, and before 11:55pm on the following Tuesday, each student will write and submit a maximum 300-word essay on one of the following two questions: (1) How should New York City adjust policy to encourage or restrict e-scooters, e-mopeds, e-bikes, e-cargo cycling and why? How can the growth of these modes be managed to avoid a clutter of mis-parked vehicles blocking sidewalks? Should competition should be encouraged between shared e-mobility service providers? What are the circumstances when monopoly service contracts are to be preferred over multiple competing service suppliers? How much and what kind of access to shared micro-mobility data do governments need and how should the tensions over data exchange and privacy be mediated? (2) How should New York City manage taxis and FHVs to manage congestion? For example, should New York City adjust caps on the number of for-hire vehicle licenses, put a cap on the number of such vehicles operating in the congested core or impose a per minute fee for the operations of such vehicles in the congested core? If a fee, should this apply to all time or just to time vehicles spend operating between trips without a passenger? Should there be exemptions from such limits for electric vehicles or vehicles that serve passengers with disabilities?

**Session 7:**  Legacy Urban Bridges, Highways, and Capital Assets / Guest speaker: Sam Schwartz

Readings:

* [*The Brooklyn-Queens Expressway Expert Panel Final Report*](https://c2smart.engineering.nyu.edu/wp-content/uploads/2020/02/BQE_Expert_Panel_Report_FINAL.pdf), Pg. 4-23. January 2020.
* Institute for Transportation and Development Policy and EMBARQ, [Life and Death of Urban Highways](https://itdpdotorg.wpengine.com/wp-content/uploads/2014/07/42.-LifeandDeathofUrbanHighways_031312.pdf), 2012, Pg. 5-17.
* NYC DOT, [Strategic Plan Update 2017: Asset Management and Project Delivery](https://www.nycdotplan.nyc/asset-management-project-delivery).
* Additional readings to be added.

The class will start with a 20-minute presentation by Michael Replogle about key issues faced by cities like New York in maintaining and adapting bridges and legacy structures and redressing past ills caused by the creation of traffic infrastructure in communities. He will discuss issues such as air pollution, noise, asset management, and project financing. Guest speaker Sam Schwartz, [confirmed – pinning down date available] former NYC Transportation Commissioner and current President of Sam Schwartz Engineering, will offer a 30-minute presentation on opportunities to better manage traffic and transform highways such as the Brooklyn Queens Expressway (BQE).

The remaining time will be devoted to class discussion with the guest speaker and Michael Replogle drawing on students’ pre-submitted questions.

Reporters will then report back to the full class, with not-more-than 3-minute summaries of the discussions. (15 minutes)

After class, and before 11:55pm on the following Tuesday, each student will write and submit a maximum 300-word essay on: What should be done with the BQE? Patch it up for another day? Should its current capacity be retained in a reconstruction project or should it be downsized? Should it be tolled? Should some new authority be created to oversee its reconstruction?

## NYU Classes

All announcements, resources, and assignments will be delivered through the NYU Classes site. I may modify assignments, due dates, and other aspects of the course as we go through the term with advance notice provided as soon as possible through the course website.

## Academic Integrity

Academic integrity is a vital component of Wagner and NYU. All students enrolled in this class are required to read and abide by [Wagner’s Academic Code](https://wagner.nyu.edu/portal/students/policies/code). All Wagner students have already read and signed the [Wagner Academic Oath](https://wagner.nyu.edu/portal/students/policies/academic-oath). Plagiarism of any form will not be tolerated and students in this class are expected to report violations to me. If any student in this class is unsure about what is expected of you and how to abide by the academic code, you should consult with me.

## Henry and Lucy Moses Center for Student Accessibility

Academic accommodations are available for students with disabilities.  Please visit the [Moses Center for Students with Disabilities (CSD) website](https://www.nyu.edu/students/communities-and-groups/students-with-disabilities.html) and click the “Get Started” button. You can also call or email CSD(212-998-4980 or mosescsd@nyu.edu) for information. Students who are requesting academic accommodations are strongly advised to reach out to the Moses Center as early as possible in the semester for assistance.

## NYU’s Calendar Policy on Religious Holidays

[NYU’s Calendar Policy on Religious Holidays](https://www.nyu.edu/about/policies-guidelines-compliance/policies-and-guidelines/university-calendar-policy-on-religious-holidays.html) states that members of any religious group may, without penalty, absent themselves from classes when required in compliance with their religious obligations. Please notify me in advance of religious holidays that might coincide with exams to schedule mutually acceptable alternatives.

## NYU’s Wellness Exchange

[NYU’s Wellness Exchange](http://www.nyu.edu/life/safety-health-wellness/wellness-exchange.html) has extensive student health and mental health resources. A private hotline (212-443-9999) is available 24/7 that connects students with a professional who can help them address day-to-day challenges as well as other health-related concerns.