



Bosch XXX on a BVG U-Bahn Cabrio tour, photo shared by Faith Hall

This newsletter focuses on the RBF AA's impressive urban planners. Keep reading for interviews with alums, where they share their thoughts on transatlantic urban planning lessons and remember some experiences during their Bosch year. As always, you will find the personal and professional updates of your fellow alums. Also included in this edition are reminders about funding opportunities, a fundraising update, and a call to update your information on the new and improved RBF AA website.

Your Newsletter Team

Cameron McCosh
Editor, Bosch XXXI
ctmccosh@gmail.com

Ruth Conkling Alumni
Coordinator
rconkling@culturalvistas.org

Table of Contents

Check out the RBFAA Online	3
RBFAA Perk - Apply for Funding	3
Nominate a Colleague	3
Nominate a City	4
Fundraising Update	4
Focus on Urban Planners	5
Alumni Updates	14

Check out the RBFAA Online

The RBFAA recently did an entire site overhaul. Spend some time on the new site! It has great new features, a searchable alumni database, and a focus on all of you and your impressive achievements. Things to do while you're visiting www.boschalumni.org:

- [Update your own information](#)
- [Meet the newly elected 2015-2016 RBFAA Board of Directors](#)
- [Pay your dues and donate to the RBFAA](#)
- [Read recent publications by your fellow alums](#)

RBFAA Perk - Apply for Funding

Regional Event Funding

As always, you can [apply for regional event funding](#) as an RBFAA member. These events should incorporate German/European/Transatlantic programming. The [website](#) gives you all the information you need, and even provides an easy online form to submit your proposal. The deadline to apply for funding is November 15, 2015.

Project Funding

The Robert Bosch Stiftung is generously supporting RBFAA members and their involvement in (more) transatlantic projects and events. For this purpose, the Stiftung has made an additional [project funds budget of 20,000 € available](#) for the RBFAA members in 2015. All alumni of the Robert Bosch Foundation Fellowship Program are eligible to apply for funding. However, it is crucial that they have the support of a non-profit corporate body. Applications are accepted on a rolling basis, but the deadline to apply for funding is November 15, 2015. You can [read the fine print and submit your proposal on the website](#).

Nominate a Colleague

Do you know someone who would make a great Bosch Fellow? Cultural Vistas makes it incredibly easy to [nominate someone](#) on their website. But please do so by September 20.

Nominate a City

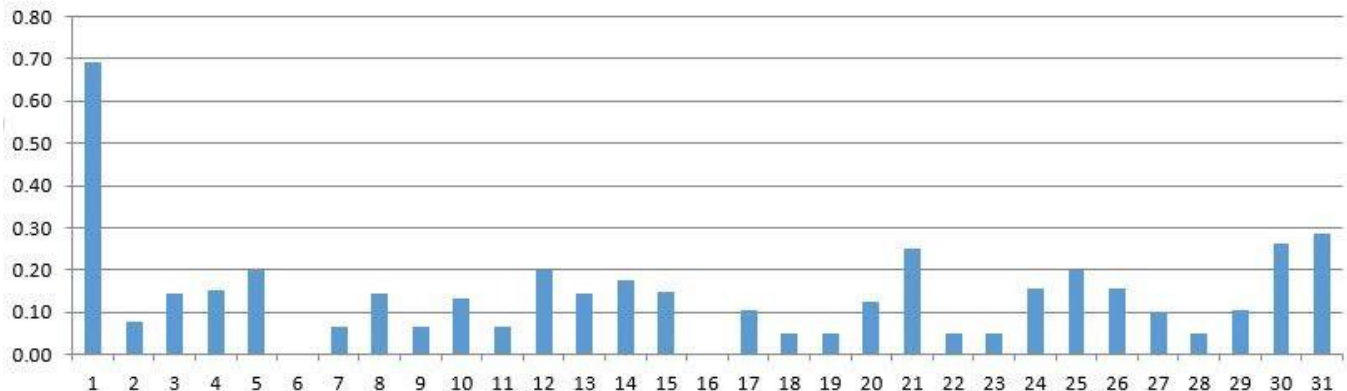
The RBFAA Board of Directors is thinking ahead to the 2016 Annual Alumni event and we'd like your input as for where to go. We are strongly considering Washington, DC as a good place for our 2017 meeting, after the next election cycle. But in the meantime, where to? You can submit your ideas for locations and content (and anything else!) right on the website.

Fundraising Update

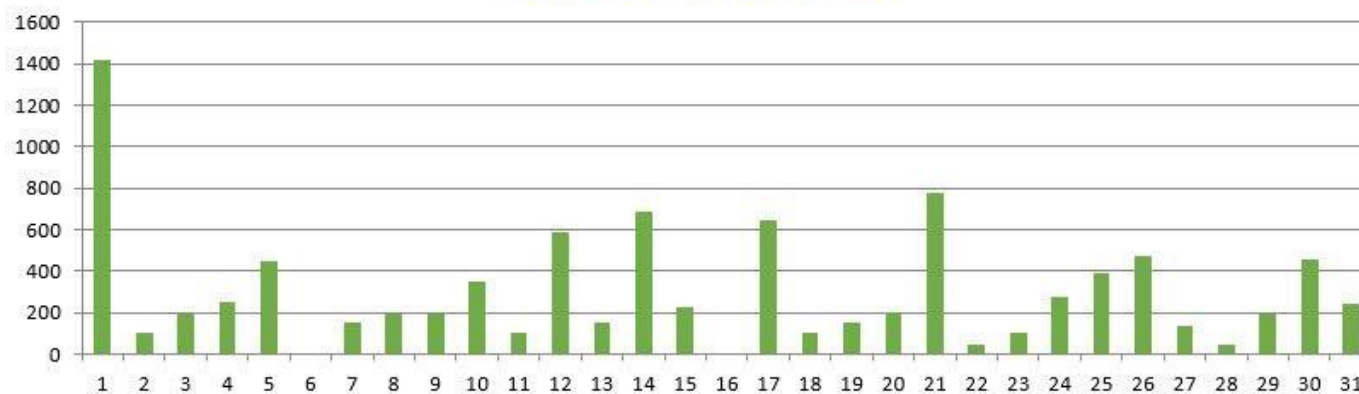
The generous support of the Bosch Alumni makes it possible for the Robert Bosch Foundation Alumni Association to continue to foster and advance transatlantic relations. Please donate to the RBFAA and join the association in it's mission to strengthen US-German ties. The first \$90 of each donation will go towards your membership dues for the calendar year.

To foster some competition, below are charts that display the total giving by class, as well as the percentage of each class who have given to date for 2015. You can make a contribution here.

2015 Bosch Membership Dues Involvement by Class Percentage



Total Dues and Contributions from each Bosch Class



Focus on Urban Planners

We were lucky to hear from quite a few of the RBF AA's urban planners. Read their fascinating insights below. A favorite location amongst many alums was the Landschaftspark Duisburg-Nord. Carolyn Milheim was kind enough to share a 2004 New York Times Magazine article on the park, available [here](#).

Those who participated include:

Nicole Blumner
XXII, 2005-2006

Carol Kuester
XII, 1995-1996

Nicholas Oyler
XXIX, 2012-2013

Katharine Burgess
XXXI, 2014-2015

Carolynn (Leaman) Milheim
XIII, 1996-1997

Allison Wildman
XXXI, 2014-2015

Arica Young
XIV, 1997-1998

Faith Hall
XXX, 2013-2014

What are you currently paying attention to in the way of German urban planning?

Nicole: In recent years, interesting to read about developments in Berlin such as Tempelhofer airport.

Katharine: As a Bosch Fellow, I spent one Stage at the Berlin Senatsverwaltung für Stadtentwicklung und Umwelt and am continuing to participate in some of their community engagement processes for master planning projects, including for Tempelhofer Feld and the urban site in Mitte between the Fernsehturm and the new Stadtschloss. I have found many of the community engagement strategies here to be really interesting, and the history, evolution and current uses of these sites is fascinating as well.

Arica: I very much do follow trends in Germany. I am interested in efforts in sustainable community design techniques (social sustainability, especially with regards to aging populations and social integration; housing affordability; and energy efficiency in building and community design).

Carol: As always, German transit coordination (Verkehrsverbunde) and German transit technology developments and transit fare payment systems. Also the fact that German car companies like BMW are offering integrated mobility solution packages to their customers.

Carolynn: Green armature, industrial site redevelopment, and EMAS eco-audit and management scheme (akin to US ISO 14000) -- but for certifying cities being sustainable or 'green'. -FAITH HALL

“We can learn from Europe’s rational approach to pairing the right mode with its unique attributes to the most appropriate type of trip.”

Nicholas: Primarily I'm interested in German practices and advancements in the realm of urban mobility and public transportation planning and operations, especially in terms of developing an efficient regional network. Many German regions offer excellent case studies for this, but I focus on the Ruhr District, the Stuttgart region, and the Munich region. Other topics I pay attention to: the continuing efforts to stitch Berlin back together into a vibrant city,

countermeasures and approaches for shrinking cities, and creative reuses of formerly industrial structures or land.

What does the U.S. have to learn from Germany?

Nicole: In terms of planning, we have a lot to learn. Many U.S. cities are weak markets because we allowed/encouraged investment to flee, under the guise of "free choice". If we want stronger cities (do we?) then we need policies that will support that.

Arica: Building operation efficiency -- there are techniques used in Germany for over 20-30 years that are now just being explored in the US context. In addition, consciously creating socially inclusive communities is a long-standing planning approach. I also think the U.S. could examine German housing affordability approaches. The German approach has less emphasis than the US on home ownership and housing size.

Carol: Germans excel at highly refining transportation technologies, some of which we use in the US. Germans are also leading the way on integrated mobility. Bremen is a good example: <http://www.managenergy.net/resources/331#.VdeSHxtRG70>

Faith: We can learn from Europe's rational approach to pairing the right mode with its unique attributes to the most appropriate type of trip. Walk and bike to places that are very close, then take transit, then cars, then regional rail, then high speed rail, then planes as trip lengths increase. While Germany and the U.S. are both self-professed "car countries", Germany's modal split is much more balanced. Germany demonstrates that cars can have a very important role in a society and its economy, but that that does not diminish the value of robust multi-modalism (walk, bike, transit).

We can also learn from the German policies that support "cities of short distances" through efficient land use and direct growth toward existing urban areas. This creates the denser, more vibrant places where walking, biking, and transit are viable and convenient, and attractive options for people. Focusing growth also more clearly delineates cities from villages and working landscapes so that rural places retain their unique character and charm.

Nicholas: So much, especially in terms of urban mobility. For example, Germany has pioneered coordinated regional public transportation networks for decades now. As more Americans

choose to take transit and as more cities around the US expand their transit systems, the experience Germany has gained will become more pertinent in the US.

What does Germany have to learn from the U.S.?

Nicole: Over regulation can stifle innovation in urban development. My sense is that to build something new in Germany takes a lot more work to get public approvals for than in the U.S.



Katharine Burgess in Rotterdam during a break from the Informed Cities Forum. Behind the camera, fellow Bosch Urban Planner Allison Wildman.

Arica: As the U.S. has long been a multi-ethnic/"multi-racial" nation, both (some of) the challenges and successes in promoting diversity are very much worthy of examination. For example, despite a great deal of diversity the nation can absorb and develop a multi-hued understanding of what it means to be American, rather than just "holding a US passport." This distinction is critical in fostering a sense of responsibility and belonging in a country.

Carol: How to foster entrepreneurial spirit.

Carolynn: Power of grass roots, grant foundations and added sources of revenue streaming, such as corporate donations, as well.

Faith: The Americans with Disabilities Act - a model for the EU's Bill of Passenger Rights - freight and especially freight rail, transportation app development, invention and entrepreneurship generally (Germany is great at innovation).

Nicholas: Regarding urban planning, not nearly as much as what Germany can offer the US, but there are still some lessons America can offer. The United States has dealt with the effects and consequences of cars in its communities longer and more intensively than in Germany. At best, this experience can offer lessons for German planners, or, at worst, a cautionary tale of what to avoid.

What was your favorite urban planning project or site that you visited while in Germany and why?

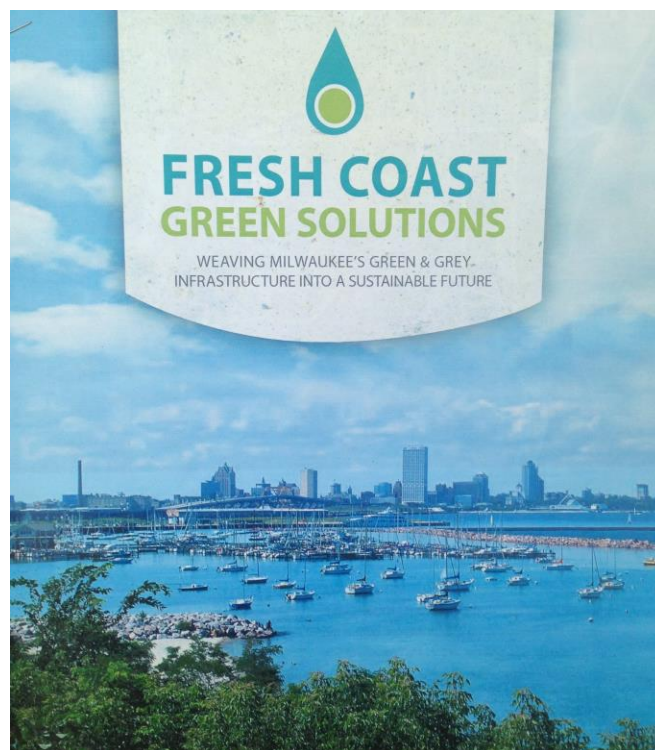
Nicole: The RAW Tempel in Friedrichshain, Berlin, was definitely a favorite. Also to see what's been done with the plattenbau in far East Berlin was really interesting.

Katharine: I absolutely loved visiting the landscape parks in the Ruhrgebiet, including Duisburg Nord and Zollverein. The size of these parks (about 450 acres and 250 acres!) is truly inspiring, and I loved seeing the range of uses for the repurposed industrial structures, such as the scuba diving center in the gas tank at Duisburg Nord. The design of these parks is breathtaking, and I also enjoyed learning about the funding structures - in this case, an IBA (internationale Bauausstellung) covered many of the upfront design and development costs.

Carol: Riding the magnetschwebbahn (maglev train) on the test track! Sadly, a subsequent accident on the test track – among other things – later contributed to ending that project. I was also fascinated by autofrei housing developments. And, I worked on regional planning in Berlin at a time when the city was still being knitted back together.

Carolynn: The Peter Latz redesign of Duisburg-Nord industrial site (blighted factory); [it was turned into a cultural venue and grand-sized urban park for the public.](#)

Nicholas: In general, the Ruhr District. The region is densely populated and still striving to reinvent its local economy from the old days of coal mining and heavy industry. These conditions present several challenges for urban planners, who have been responding with innovative solutions for public transit and neighborhood development. More specifically, HafenCity in Hamburg. This mega-development being built on partially



Shared by Carolynn Milheim, work influenced by her Bosch Fellowship year. The Milwaukee Metropolitan Sewerage District won a national award for this tool kit implementation in 2006

reclaimed land in Hamburg's harbor counts as one of the largest construction projects in Europe, and will establish a new neighborhood in the center of the city. I've been fortunate to have the opportunity to visit this project a few times over the course of nearly 8 years, and witness first-hand how it is transforming Hamburg's waterfront.

Allison: Tough one! Can I choose all of Berlin? I really loved Tempelhof because it's such a unique space and has huge potential to be a world class park and neighborhood. Vauban is my hometown favorite, of course. I was also really impressed with the new mixed use neighborhoods in Tübingen - the Französisches Viertel, the Lorreto Quarter, and the Mühlenviertel - because of the strong sense of community and intentional living quality that was apparent even to a foreign visitor.

“American planning has become more open to planning ideas from outside the U.S. with a focus to looking at Germany and northern Europe.”

-ARICA YOUNG

How has your exposure to German urban planning policy impacted your approach to urban planning in the U.S.?

Nicole: A lot--I have a much broader perspective on what's possible in cities. That the American way is not the 'only way' things can be.

Carol: It's helped me to understand and explain the very different cultural, built environment, political, and economic contexts, which is crucial in responding to the incessant question of “they do that in Europe, why can't we do it here?”

Allison: Some of the German innovations in co-financed custom residential co-housing (Baugruppen) in Freiburg and Tübingen made me think about how this could be applied in the US, particularly in major cities on the West Coast. I liked how they prioritized this model of housing in new neighborhood master planning, which promoted home ownership, encouraged environmentally-sensitive building construction and contextual urban design, and helped achieve residential density targets. I would LOVE to see a Vauban or Französisches Viertel realized in the US, especially in brownfield or urban infill development areas.

Have you been able to adapt any of the urban planning policies you learned of in Germany for an American context?

Nicole: I have tried to be an advocate for "Zwischennutzung" which is what I studied while on my practicum in Berlin.

Arica: Greater focus on mixed-use, and understanding the need to de-emphasize the use of zoning in the North American context. Also, my current PhD research centers on cohousing, a type of housing model that has its roots in Northern Europe.

Carolynn: Through land development zoning; eco-auditing management schemes (ICLEI, LEED, ISO 14000); and introducing innovative storm water/water management policy, we literally changed the face of sustainable development in the U.S. and coined the term 'green infrastructure/ or 'landscape urbanism' to affect how people viewed and brought nature back into our cities. We got our knowledge base from Germany in this regard: just take a look at Chicago - Mayor Daley went there for a 2001 visit and never looked back.

What surprised your German planning colleagues most about planning policy in the U.S.?

Nicole: The utter stupidity of things like building cities on floodplains with inadequate infrastructure (Katrina happened while I was there).

Nicholas: One thing that often surprised my German colleagues was the relative lack of funding for public transportation in the United States. More than one colleague was baffled

that a metropolitan area of more than one million people could lack a regional passenger rail system, a

-NICOLE BLUMNER

“Many U.S. cities are weak markets because we allowed/encouraged investment to flee.”

condition that accurately describes multiple American cities.

Allison: That we have System Development Charges (SDCs) and can require private developers to build parks and other "public" services as part of their development agreements.

A frequent response to exemplar German planning projects is that they "just would not be possible" in the U.S. Do you agree or disagree and why? Has this changed since your time as a Bosch fellow?

Nicole: I think and hope anything is possible, but the U.S. is much more private property rights oriented than Germany...which is going to limit what the public entities can accomplish.

Arica: I think this is changing in the U.S. for a few reasons. First, American planning has become more open to planning ideas from outside the U.S. with a focus to looking at Germany and northern Europe. Most American university planning programs now emphasize this in their teaching.

Carol: I agree, because of the importance of the existing built environment. For example, traditional European cities with strong city centers and compact development are much easier to serve with transit. Also, there's a much stronger cultural and political willingness to invest in public services in Europe. This has not changed.

Carolynn: I would agree that the German Federal Government could just change laws or impart run-off fees; this would not be the case in America.

Nicholas: A copy-and-paste approach would certainly not work, but I believe that American planners can indeed adopt German planning projects to their local context. There is already precedence for this. For example, before my Fellowship year, German and European "protected bicycle lanes" (i.e. bike lanes physically separated from cars by various means) were envied by many American planners, for whom an exact copy of this kind of infrastructure was often too costly. A good idea is hard to kill, though, and eventually U.S. planners developed ways to construct these lanes using lower-cost materials and methods than in Germany. Now a few years after my Fellowship, protected bicycle lanes have spread to around 70 US cities and counting.

Did your experience in Germany as a Bosch Fellow change the direction of your professional path, either within the field of urban planning or to a related professional field?

Arica: My year as a Bosch fellow exposed me to a variety of different approaches in urban design, as well as exposure to sustainable building practices and recycling options. I was especially impressed with the use of water and energy conservation in homes/apartments as well as the focus on renovating and upgrading buildings to be more airtight and energy efficient (new windows, adding insulation etc.). Regulations in NRW mandating government buildings incorporate renewable energy/solar panels etc. were also eye-opening. Given my background at the time, I was also deeply influenced by German approaches to economic development, in areas such as vocational training and investment/trade promotion. I would say that it greatly encouraged me to open my mind to different options and to shift more from just trade promotion to a more holistic examination of urban/community planning. My PhD research at Virginia Tech University is focused on social sustainability/cohousing and stems from my experiences of being a Bosch Fellow.



Real time freight traffic volumes on German highways, photo shared by Faith Hall

Carol: While policy makers and urban planning think tanks in the U.S. love to look to Europe for inspiration, urban planning issues are very locally/regionally specific. So although I find that other professionals may have an initial fascination with the fact that I have European experience, that interest dissipates unless there is direct relevance to problem solving at the local level. I did go back to Germany and Europe subsequently on a

German Marshall Fund fellowship to research a question that was directly relevant to my job at the time. See my publication on the GMF website re: traveler information.

Carolynn: Ha, indeed it did. I also would like to mention one of my mentors during my Stage I at the BMU (Bundesministerium Umweltschutz) was none other than its Director, Angela Merkel. I continued on with getting a second diploma from the London School of Economics, and again influenced by professor and environmental editor of The Economist. Furthering my research, I did my doctorate at Technische Universitaet Berlin and bridged eco-economics with my landscape/urban design graduate studies. In a way, my career has come full circle and I most recently work on water quality issues upstream with large working land owners and ranchers; and by their adoption and awareness of sustainable farming, it brings forth a tremendous influence on both a technical level, such as flooding and cultural behavioral changes in storm water management.

Nicholas: Yes, in a way. I entered the Fellowship expecting to merely concentrate for that one year on transportation, but I left with the decision to stay focused on this field of planning, especially public transit and bicycle/pedestrian infrastructure. During my time in Germany I further recognized the impact that transportation facilities have on a community, not to mention the need for better transportation planning in the U.S.

Alumni Updates

Charlie Banks-Altekruse (Bosch III) writes that he enjoyed the Bosch gathering in Palo Alto, especially the opportunity to reconnect with so many old friends and discuss the current Grexit issue: "Shortly thereafter my family ventured off to Greece for a long planned vacation (as in planned long before the current credit crisis intensified). Though our trip was largely shielded by a larger than life Greek tour guide who took us under his wing and shuttled us around for 2 weeks, organizing all meals, lodgings, and travel (a perk of having a wife working for Wilderness Travel, a leader in the global adventure travel business!), it was still fascinating and intense to visit during such an uncertain period.

The Greeks are incredible people and outwardly displayed remarkably little anxiety or despair but rather their customary grace, good spirits, and generosity. While there I was able to connect by email with Markos Kounalakis (Bosch V) who was ensconced on a nearby island sending out insightful commentary and new dispatches on the whole affair like some modern day Edward R. Murrow.

The Greeks appreciate and acknowledge the benefits they've accrued from membership in the EU - as well as the need for structural reform of their economy and government. Still, they feel they have made many changes (including raising taxes) and have suffered from EU/Euro Zone policy that, among other things, constrained fiscal policy and created a flood of investment out of Greece to neighboring Bulgaria and Albania with resulting unemployment. Much of the investment in the past 25 years in Greece was for huge infrastructure projects that benefited German and other EU companies - the same ones now demanding that Greece repay the debt from those infrastructure projects that helped make the country a very beautiful, successful, and comfortable middle class European country. In the end, I was reminded of visiting Cuba 15 years ago and coming away feeling that both sides (in that case, Cuba and the U.S.) bore blame for the miserable impasse and conditions.

Enough policy: a huge highlight of this wonderful odyssey was a visit to Olympia. As a former Olympian, I was both inspired and humbled. There I was able to visit the International Olympic Academy to discuss a project idea for bringing together Olympians in service to communities around the world. As the attached family picture suggests (from the Panathenaic Olympic Stadium in Athens), there were no losers, only winners from our beautiful time in Greece.



Charlie Banks-Altekruse and family at the Panathenaic Olympic Stadium in Athens

Pilar Wolfsteller (Bosch X) moved to the San Francisco Bay Area in May. She is still job-searching and discovering that it is very difficult to break into the Bay Area market without an adequate network to help her. All tips, leads, information and contacts gratefully accepted: pilarew@gmail.com. LinkedIn profile is here: <https://www.linkedin.com/in/pilarwolfsteller>

Mary Pflum Peterson (Bosch XV) writes to tell us it's been a busy year. She won her fourth Emmy Award, as well as her second Edward R Murrow Award in her capacity of a producer for

ABC News/ Good Morning America. She also has her first book -a memoir - coming out on September 15th (HarperCollins). **White Dresses** chronicles the complicated life of her mother, Pflum Peterson's own, and, to a small degree, her young daughter's life through the white dresses all three wore on significant days in their lives. "Like rings of an old oak tree, white dresses marked passages of time, our milestones in life," Pflum Peterson writes. "Both the good ones and the bad." More information about Pflum Peterson and her book can be found at www.facebook.com/MaryPflumPeterson

Elizabeth (Book) Kratz (Bosch XX) was appointed Associate Publisher/Editor of the Jewish Link of New Jersey and the Jewish Link of Bronx, Westchester and Connecticut. Both are weekly newspapers. She and husband Alexander now have three children, Hannah and Zippy are twins and four years old, and Asher is two. They live in New Jersey.

In March, **Karen Phillips (Bosch XXVIII)** and Bosch spouse Kyle Olmon, welcomed daughter Elodie into the world. They hope she'll one day get to experience Germany, but for now she's content with exploring NYC's outer boroughs.

Paul Glader (Bosch XXVIII), director of the McCandlish Phillips Journalism Institute and an assistant professor of journalism at The King's College in NYC, took a group of students to Berlin in May and has been publishing some of their reporting work this summer,



Amity Balbutin-Burnham shares a photo from the Berkeley Biergarten in August

[including this piece at Forbes.com on the demise of a popular night club called Stattbad](#). Paul also had teaching and speaking engagements with journalists in Uganda, Ethiopia and at the Poynter Institute in Florida this summer. He wrote about the Greece financial crisis twice for Reuters as well: <http://blogs.reuters.com/great-debate/2015/07/02/what-greeks-get-wrong-about-germany/>

Bosch XXX alumni Michael Stock and Christina Tsafoulias were selected as fellows with the U.S.-German Next Generation Project at the Atlantic Council. They co-authored a report that details the millennial perspective on bilateral relations and includes a number of concrete recommendations for strengthening the U.S.-German relationship in the future. You can read the report [here](#) and watch a 3 minute animated summary [here](#).

Adam Fielding (**proud Bosch XXX spouse**) was recently hired as an archivist for [the United States Holocaust Memorial Museum](#) in Washington, D.C. During his year in Germany, Adam explored Holocaust and World War II history in depth and also did some volunteer work for the Allied Museum in Berlin. He has been inspired by the ways in which historians in Germany are coming to grips with the traumatic and defining events of the 20th century. Proof that the Bosch Fellowship has positive impacts beyond just the fellows themselves!