

A woman wearing a pink shirt, white pants, a helmet, and sunglasses is riding a black bicycle with a basket on the back. She is on a city street. In the background, there are several cars parked along the curb: a dark grey sedan, a red sedan, and a black taxi cab. The taxi has "A. ABRAHAM TAXICAB 43" written on its side. There are trees and houses in the background. The scene is brightly lit, suggesting daytime.

## **The Congress for the New Urbanism** *Reforming Transportation*

**Marcy McInelly**

**Norman W. Garrick**

# Kentlands

The Region: Metropolis, City and Town

Kentlands is sometimes criticized for being a greenfield development that is not connected to the greater region

The observation is correct but the criticism is **misdirected**

The criticism should be directed at a transportation system that means that places like the Kentlands cannot achieve their full potential

**Boulder 2006**  
*Street Design and Beyond*



# Boulder 2006

*Engaging Transportation at the Region Scale*





Lewis Mumford

The Highway and the City

What is transportation for?

A good transportation system minimizes unnecessary transportation

Lewis Mumford, The Highway and the City

In other words ...

A good transportation system

provides **more access** with **less mobility**

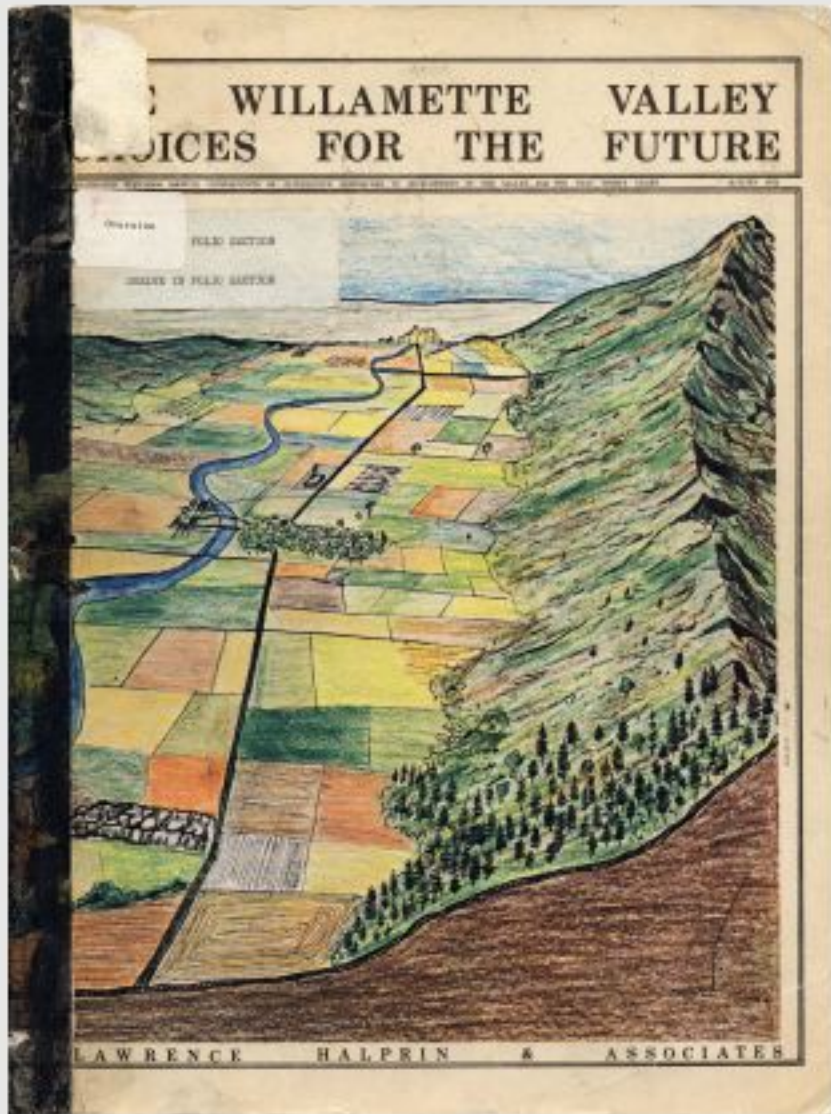
*Is New Urban Transportation Planning a Pipe Dream?*



# Model Transportation Planning

## *Some American Experience*

- 1. Boulder, CO**
- 2. Denver, CO**
3. Portland, OR
4. Arlington, VA
5. Cambridge, MA
6. Davis, CA



## The Willamette Valley Choices for the Future

■ 1972 -

# Scenario Planning for Portland

Forecasting the impact of different **land use**  
and **transportation** choices

*From Oakland to Boulder*  
CNU Transportation Summits



# The Two Scenarios

## **Scenario I**

*Continue Current Trends*

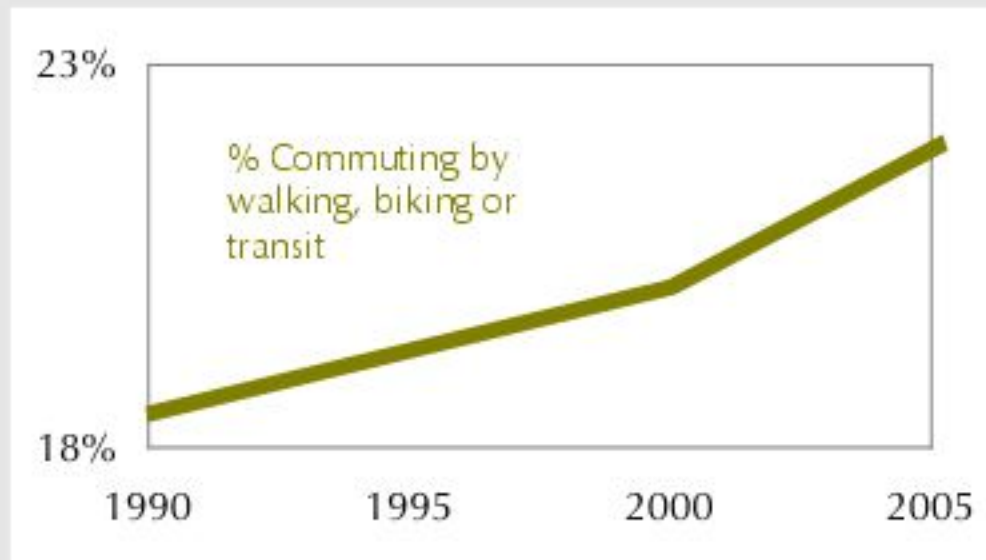
## **Scenario II**

*Higher density urban development  
Development decisions that emphasize  
environmental concerns*

## **The Willamette Valley 2005**

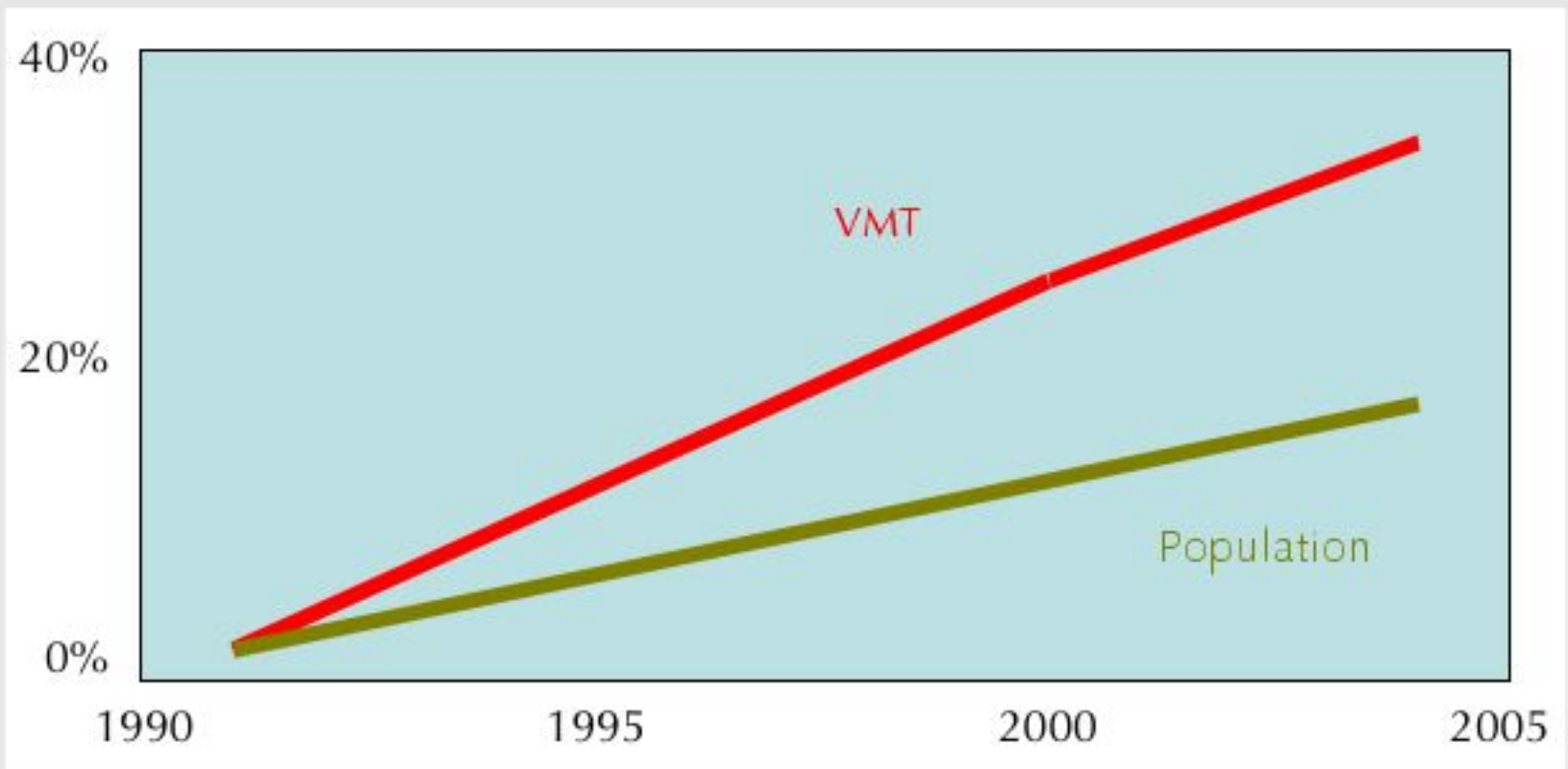
Portland's experience with smart transportation planning has been an unqualified success

## Carless in Portland



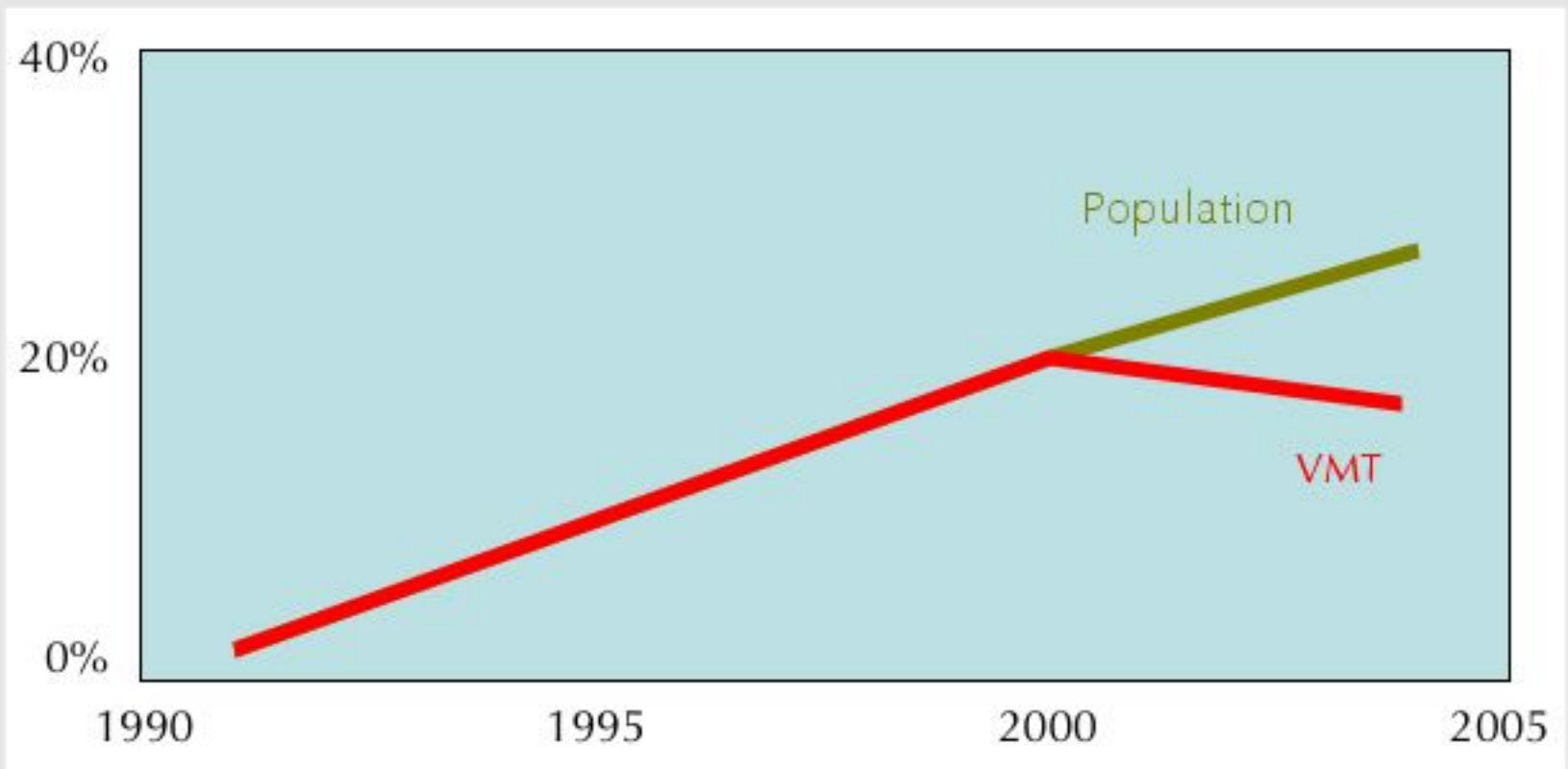
**Portland** is one of only two large cities (the other is Seattle) that has become substantially less auto-dependent since 1990

# Population and Vehicle Traffic Growth USA





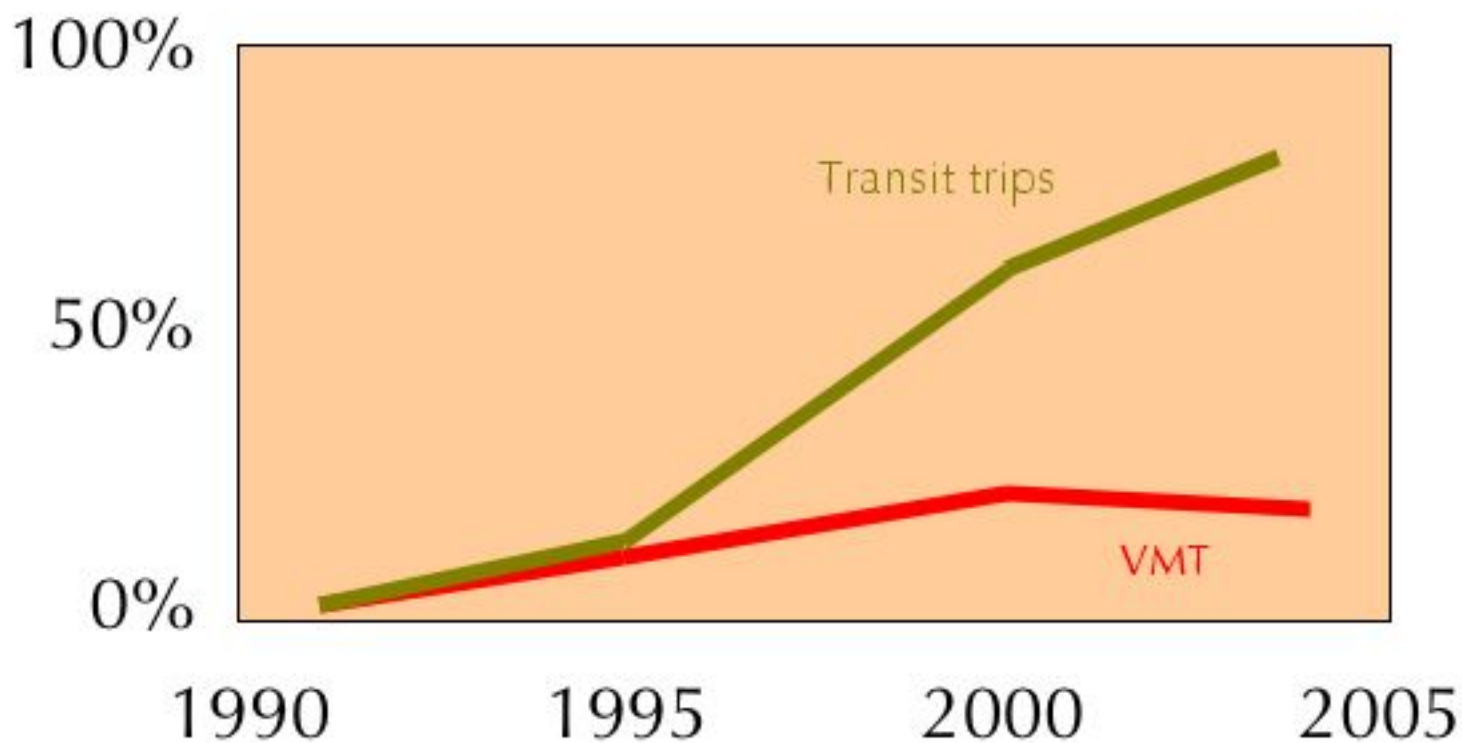
# Population and Vehicle Traffic Growth Portland Metro



# The Max



# Transit and Vehicle Traffic Growth Portland Metro

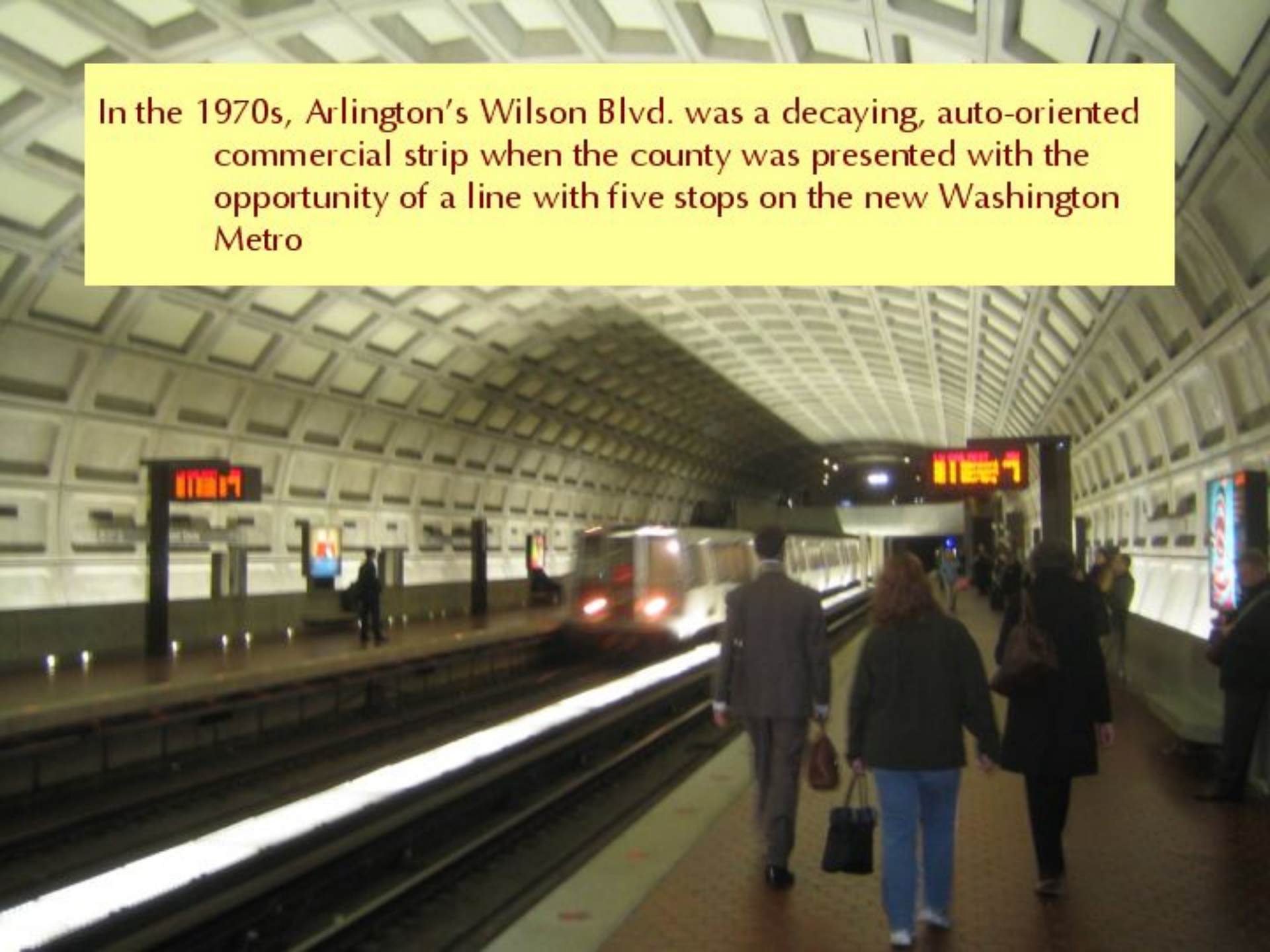


# Arlington, VA

*From Decaying Suburb to Lively City*



In the 1970s, Arlington's Wilson Blvd. was a decaying, auto-oriented commercial strip when the county was presented with the opportunity of a line with five stops on the new Washington Metro



The choice offered Arlington was an above ground line

Arlington rejected this choice and elected to use local monies to upgrade to an underground line



**In Oakland and Nashville**  
*Mad as hell and not going to take it any more*

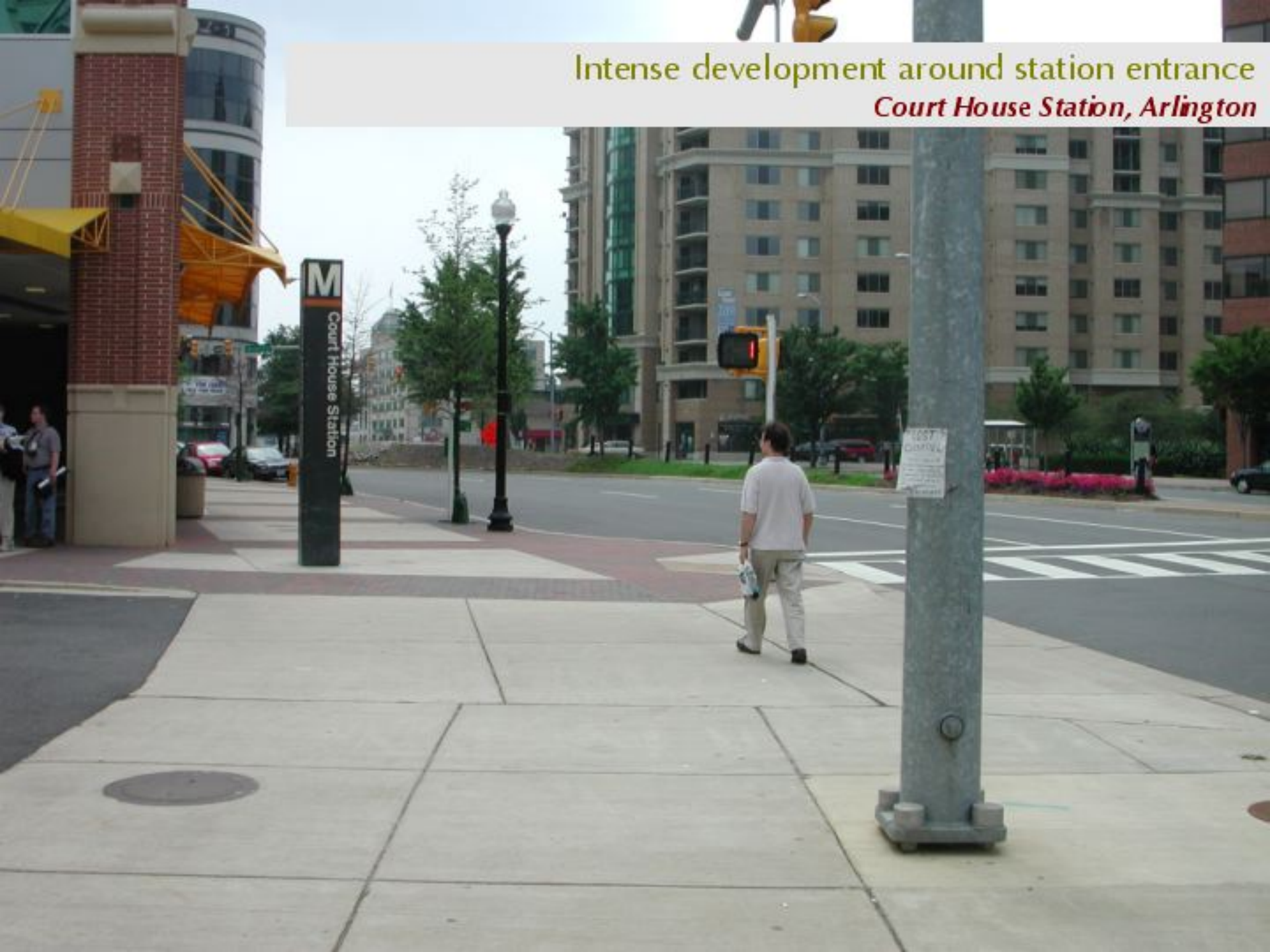


From a place making view point the difference is not trivial  
*Above ground station in Alexandria*





Intense development around station entrance  
*Court House Station, Arlington*



Arlington, VA **1980**



Arlington, VA **2004**



## Traveling in Arlington

Transit	38%
Walk	8 %
Drive Alone	42%

73% of transit users WALK to the station



## Cambridge, MA

*Making a strong community better*

Over the last 10 years or so Cambridge has undertaken an aggressive remake of its transportation system

To the casual observer, this was most obvious in the form of bicycle lanes, traffic calming and streetscape improvements



Behind the scenes the changes are even more dramatic (and perhaps more impressive) and represent a whole new way of thinking about transportation



The impact of these changes on access and travel have been quite dramatic over such a short time period

The framework for transportation planning in Cambridge is a model that is worth studying





Transportation Planning in Cambridge is carried out by the

**Division of  
Environmental and Transportation Planning**



**Kansas City**  
*A New Agenda*

*The Project for Transportation Reform*

Environmental and Transportation Planning is housed within  
the

Department of  
Cambridge Community Development

the divisions include

Community Planning  
Economic Development  
Environmental and Transportation Planning  
Housing  
Lead-Safe Cambridge

# The goal of the Division of Environmental and Transportation Planning



improving the city's  
**quality of life,**  
by protecting  
the environment and  
natural resources and  
by improving the  
transportation system

This structure is indicative a holistic approach to transportation planning as an integral component of community

The changes in travel patterns that have occurred in Cambridge over the last decade demonstrate the success of this approach



# The Changing Cambridge *1990 to 2000*



Vehicle Traffic into Cambridge has decreased

## The Elements of *New Urban Transportation Planning*

1. Use broadly defined goals embracing economic, social and environmental outcomes
2. Plan for desired outcomes, not continuation of past trends
3. Develop solutions maximizing access, not mobility
4. Give priority treatment to the cheaper, cleaner, more efficient mode of travel
5. Support a diversity of modes to meet different needs and context

# Boulder 2006





## How Do We Mainstream These Ideas?

CNU/ITE Street Design Manual shows that we have the ability to advance the ball

# **What's Needed**

**Educate ourselves**

**Educate the public**

**Document good practice**

**Change procedure, guidance and standard**

# Challenging the Status Quo

**Building Boulevards**  
**Building Local Streets**

**Road Diets**  
**Freeway Teardown**

**Smart Transportation Planning**

# The CNU Charter

- 1. Restoration of existing urban centers and towns within coherent metropolitan regions,**
- 2. The reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts,**
- 3. The conservation of natural environments, and the preservation of our built legacy.**

# The Three Scales

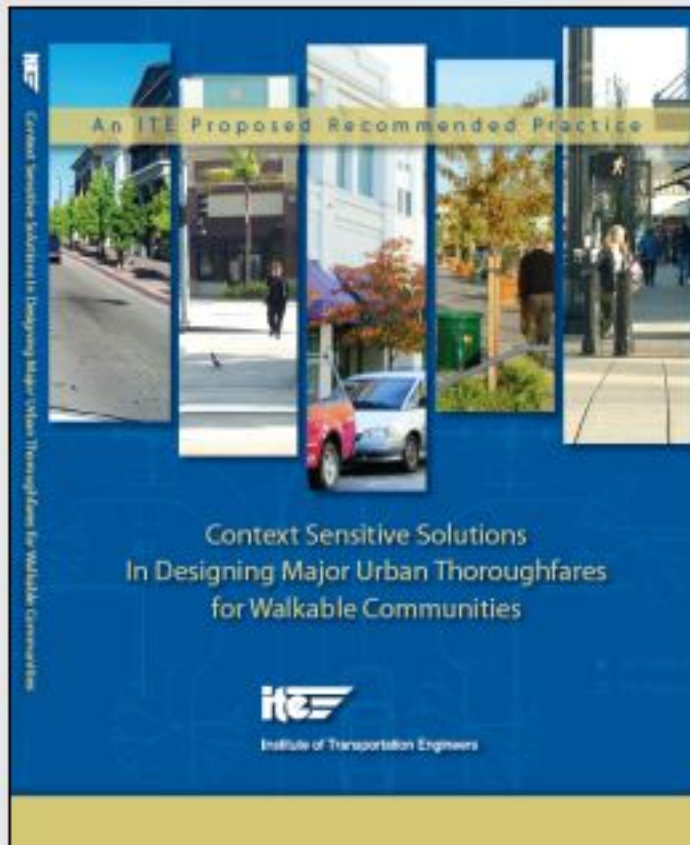
**The Region: Metropolis, City and Town**

**The Neighborhood, The District and The Corridor**

**The Block, The Street and The Building**

# The CNU/ITE Design Manual

Largely addresses The Neighborhood, The District and The Corridor



Many problems encountered in developing the manual arise from the fact that we have not been able to address issues relating to transportation at the **Regional Scale**

# Kentlands

The Block, The Street and The Building



# Kentlands

The Neighborhood, The District and The Corridor

