

**WHAT I CAN TELL
YOU ABOUT
WALKABILITY**

RESTON COMMUNITY FORUM
July 22, 2013

JEFF SPECK AICP CNU-A LEED-ND Hon. ASLA





The Rise of Sprawl

SUBURBAN

and the Decline of

NATION

the American Dream

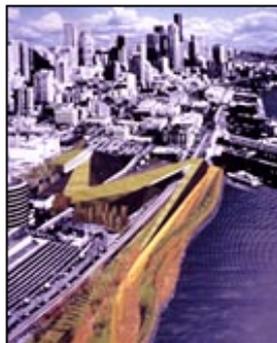
Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck



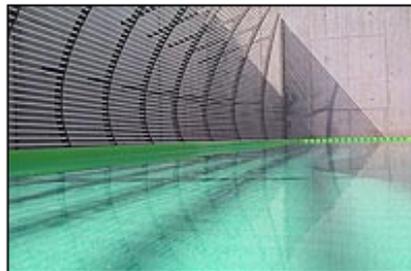
DESIGN

From the typeface on this page to the neighborhood in which you live, every product crafted by humans is the result of design. Unlike many arts, design surrounds us and its quality has a direct impact on the quality of our lives. The design field encompasses many disciplines including, but not limited to, planning, urban design, architecture, landscape architecture, interior design, product design, and graphic design. The National Endowment for the Arts recognizes design's ever-present role by funding activities across the design disciplines that encourage, preserve, and disseminate the best in American and global design.

The Arts Endowment often receives questions from potential applicants about the appropriate discipline for their project. Applications that address multiple design disciplines (e.g., urban design and graphics) should be submitted under Design. Similarly, historic preservation organizations that focus on architecture, landscape architecture, or designed objects also should apply under Design. Museums and visual arts venues presenting a design exhibition or installation should contact Arts Endowment staff to determine whether to apply under Design or under Museums or Visual Arts. Finally, applicants should be aware that the Arts Endowment does not fund capital campaigns, construction costs, or the purchase or leasing of sites or structures. Please contact us if you have further questions.



Aerial view of new sculpture park for Seattle Art Museum. Weiss/Manfredi Architects.



William E. Massie, *Playa Urbana / Urban Beach* - 2002 Young Architects Program winner. Museum of Modern Art and P.S. 1 Contemporary Art Center.

The Mayors' Institute on City Design®







Alexander Garvin
New York, New York

The Urban Institute in the District

WALKABLE PLACES ARE SUSTAINABLE PLACES



IF

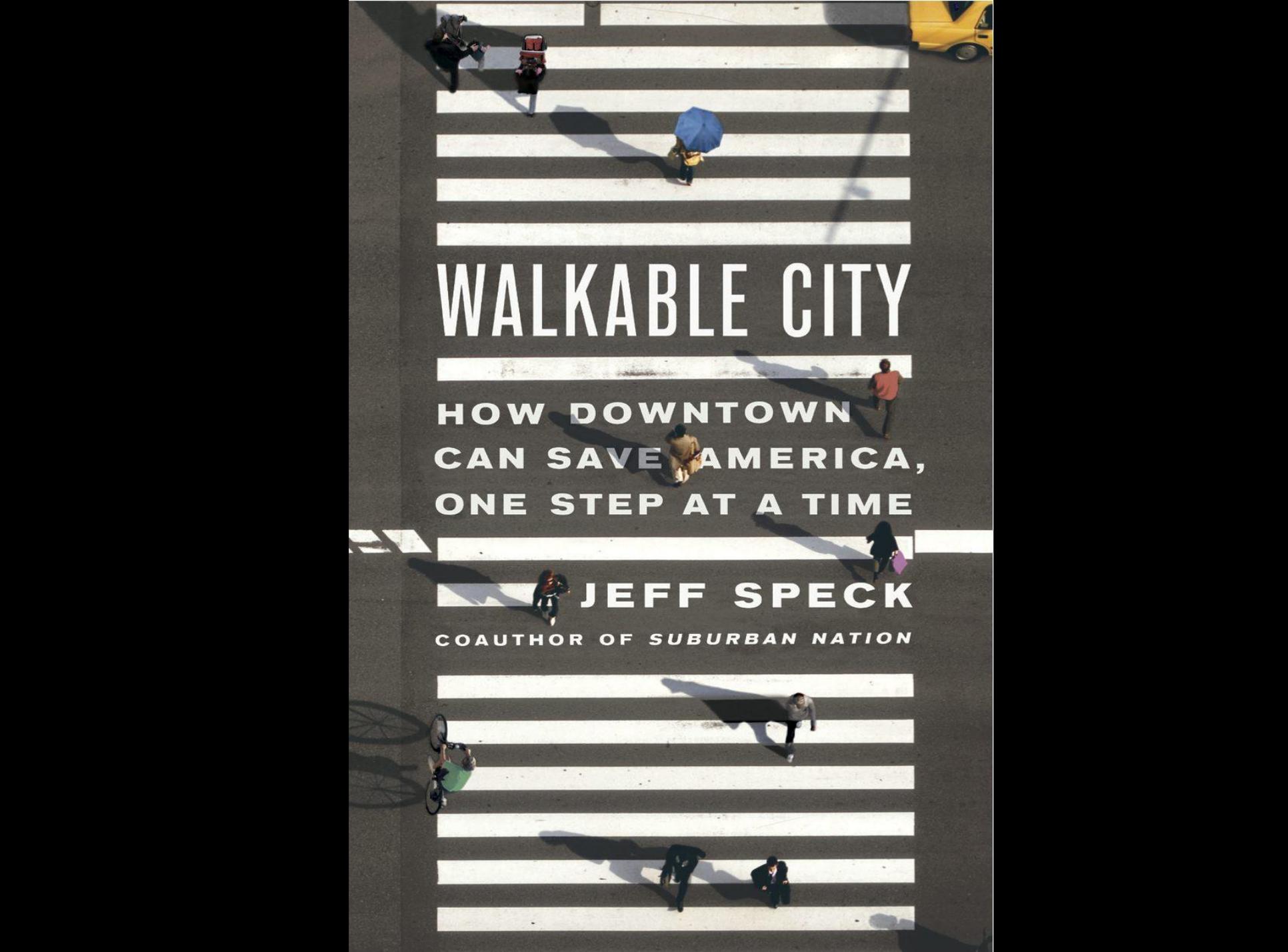
**WALKABLE PLACES
ARE SUSTAINABLE
PLACES. . .**



**IF
WALKABLE PLACES
ARE SUSTAINABLE
PLACES. . .**

**HOW DO YOU GET
PEOPLE TO WALK?**

**A GENERAL
THEORY OF
WALKABILITY**



WALKABLE CITY

HOW DOWNTOWN
CAN SAVE AMERICA,
ONE STEP AT A TIME

JEFF SPECK

COAUTHOR OF *SUBURBAN NATION*

HOW DO YOU GET PEOPLE TO WALK?

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK
(BALANCE OF USES)**

HOW DO YOU GET PEOPLE TO WALK?

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(BALANCE OF USES)**
- **A SAFE WALK
(REALITY AND PERCEPTION)**

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- **A COMFORTABLE WALK
(SPACE AND ORIENTATION)**

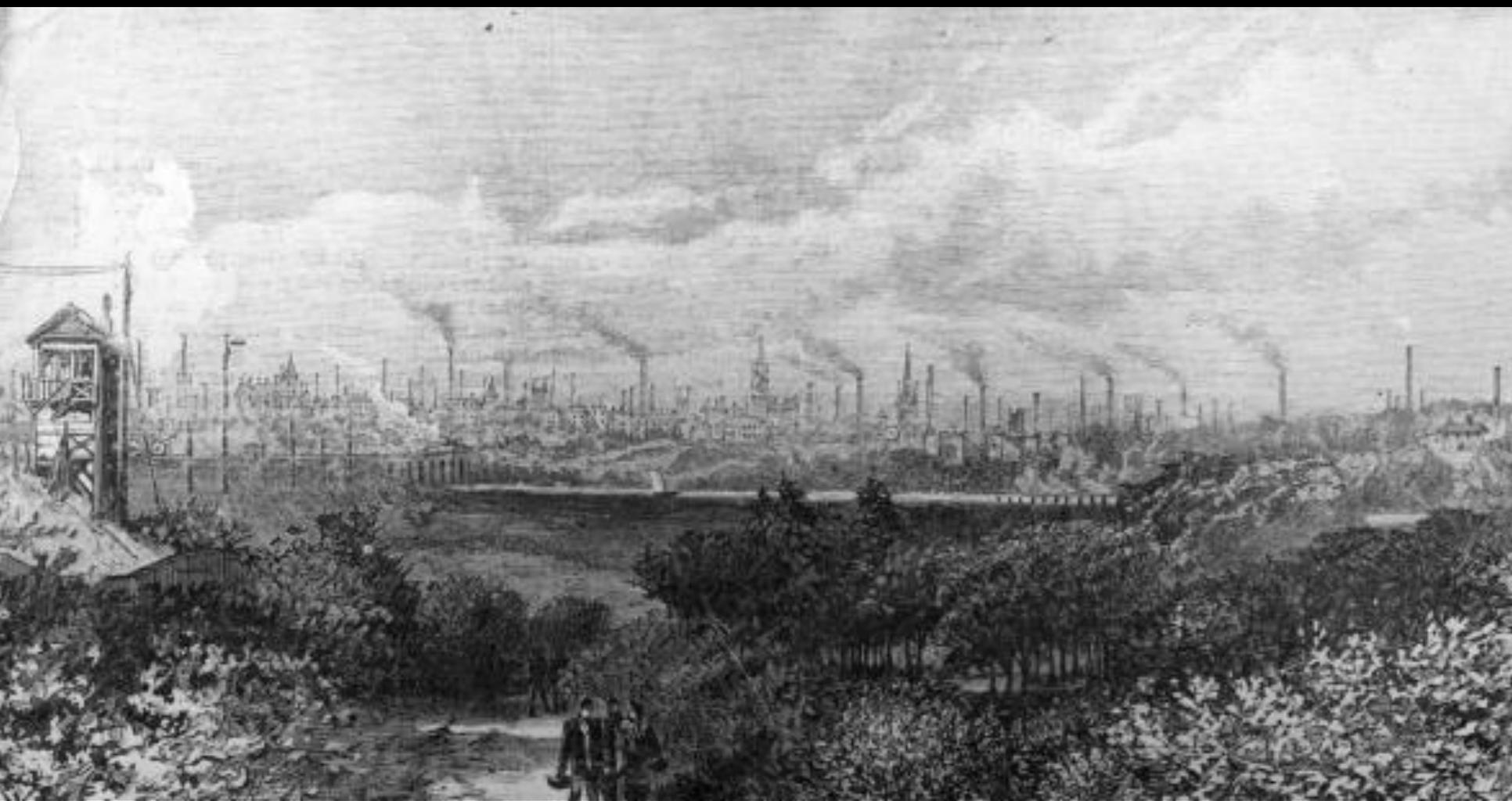
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- **A REASON TO WALK
(BALANCE OF USES)**
- **A SAFE WALK
(REALITY AND PERCEPTION)**
- **A COMFORTABLE WALK
(SPACE AND ORIENTATION)**
- **AN INTERESTING WALK
(SIGNS OF HUMANITY)**

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK
(BALANCE OF USES)**





Main Street

BP/S

14.8 Acres at 0.28 FAR+
181,700 S.F.

BP/M

20.3 Acres at 0.28 FAR+
247,800 S.F.

CR

15.1 Acres at 0.28 FAR+
184,400 S.F.

RS

16.4 Acres at 0.28 FAR+
197,280 S.F.

BP/S

14.8 Acres at 0.28 FAR+
180,800 S.F.

LI

18.6 Acres at 0.28 FAR+
229,920 S.F.

SOUTHERN

PACIFIC

RAILROAD

LEGEND

- One & Two Family Buildings
- MultiFamily Walkup Buildings
- MultiFamily Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data





















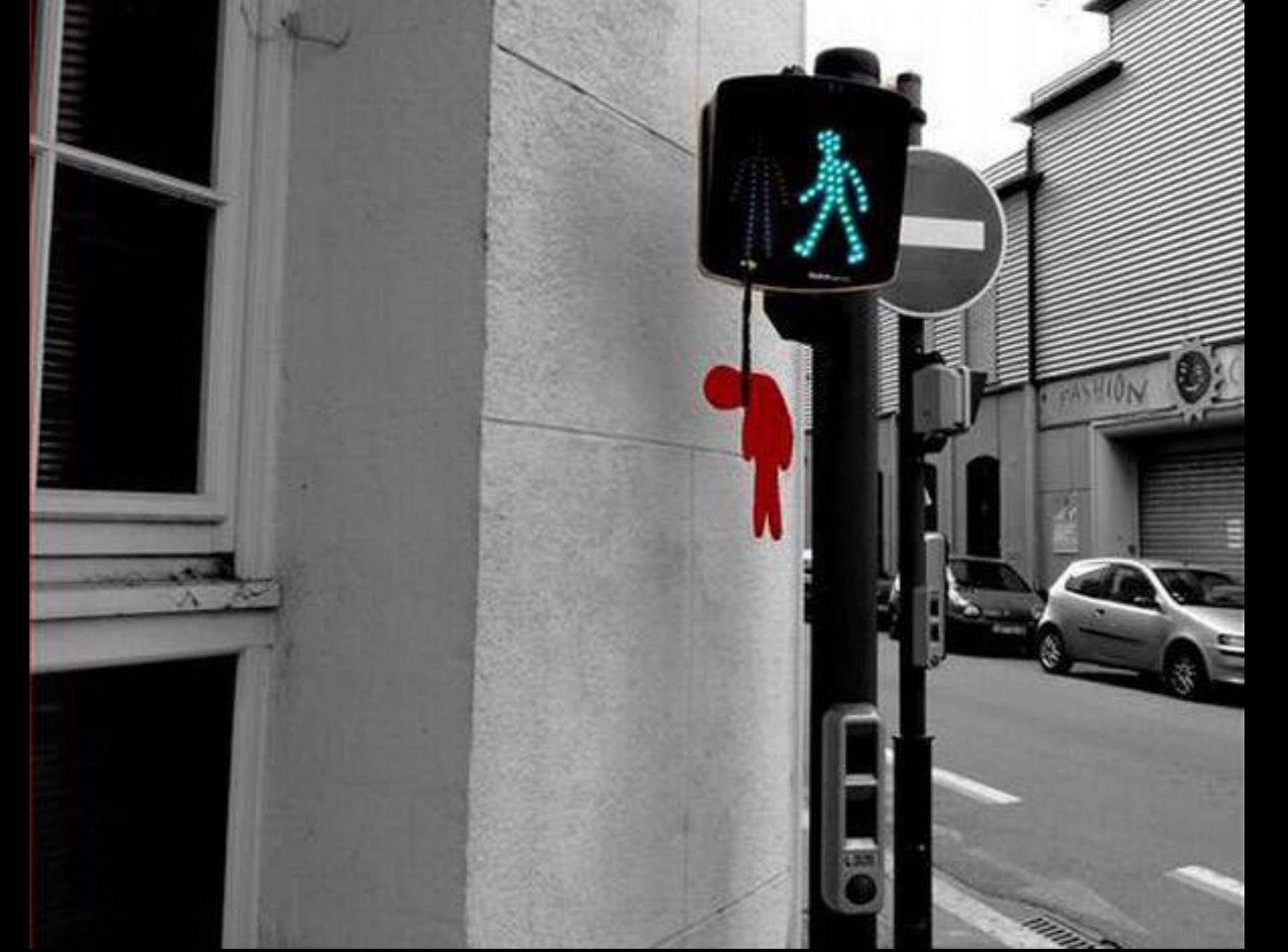




A photograph of a traffic light system against a clear sky. On the left, a traffic light hangs from a wire, its three lenses are dark. In the center, a rectangular sign is suspended from a wire, containing the text "THIS LIGHT NEVER TURNS GREEN". To the right of the sign, another traffic light hangs from a wire, with its top lens illuminated in red. Further to the right, another traffic light is partially visible, and a small, light-colored rectangular sign is also suspended from the wire.

THIS LIGHT
NEVER TURNS
GREEN







24
HOUR

FITNESS

24 HOUR FITNESS
QUALITY ATTITUDE
& SERVICE GUARANTEED
BY MEMBERS SALES
10% OFF

Welcome to
our new
location

FITNESS

24 HOUR FITNESS

24
HOUR
FITNESS

POINT OF
HANDICAPPED
TO UPPER
LOCATED
24 HOUR

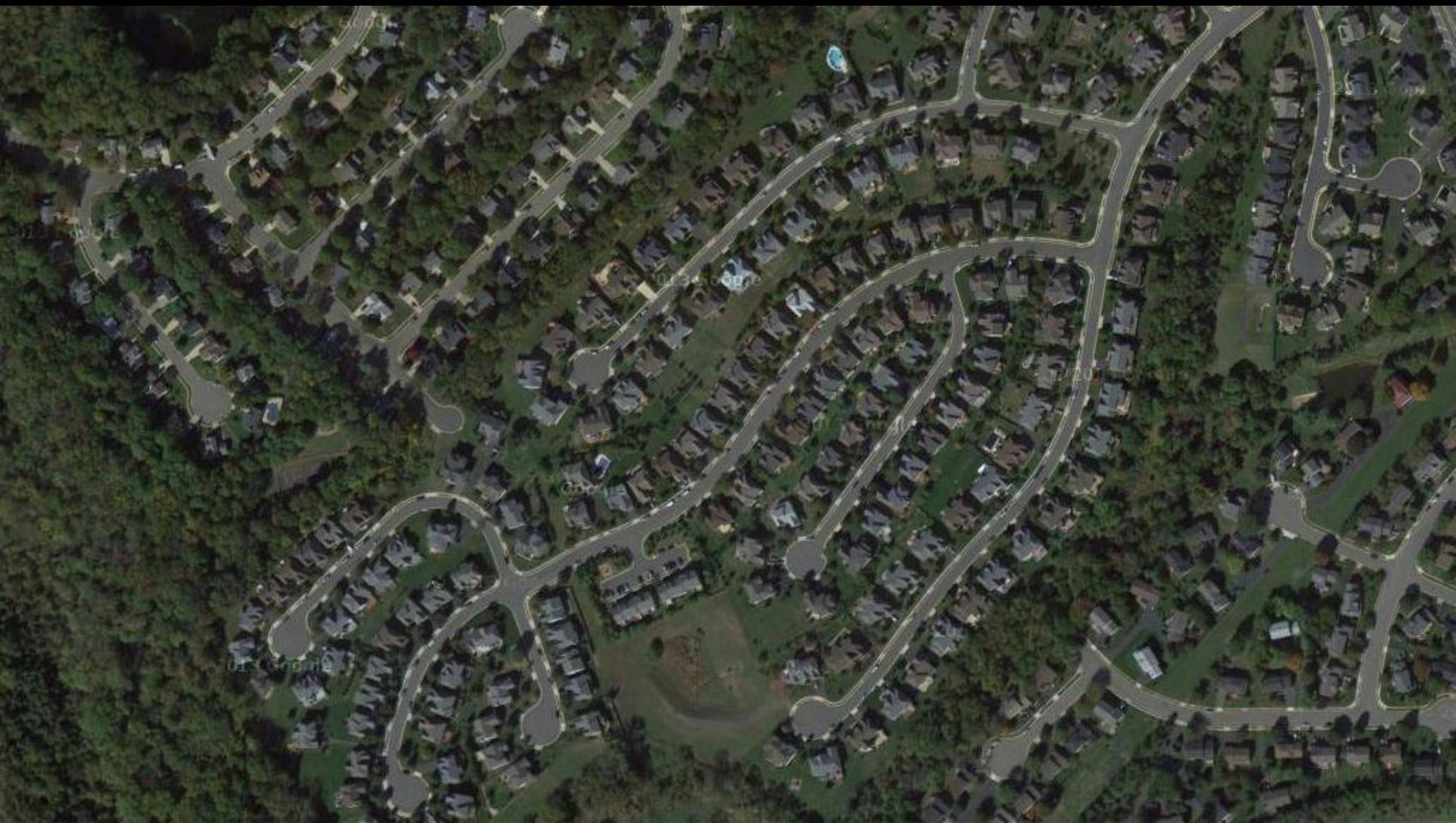
A close-up photograph of a woman with dark hair, smiling broadly, showing her teeth. Her face is the background for a whiteboard. The whiteboard has handwritten text in white marker.

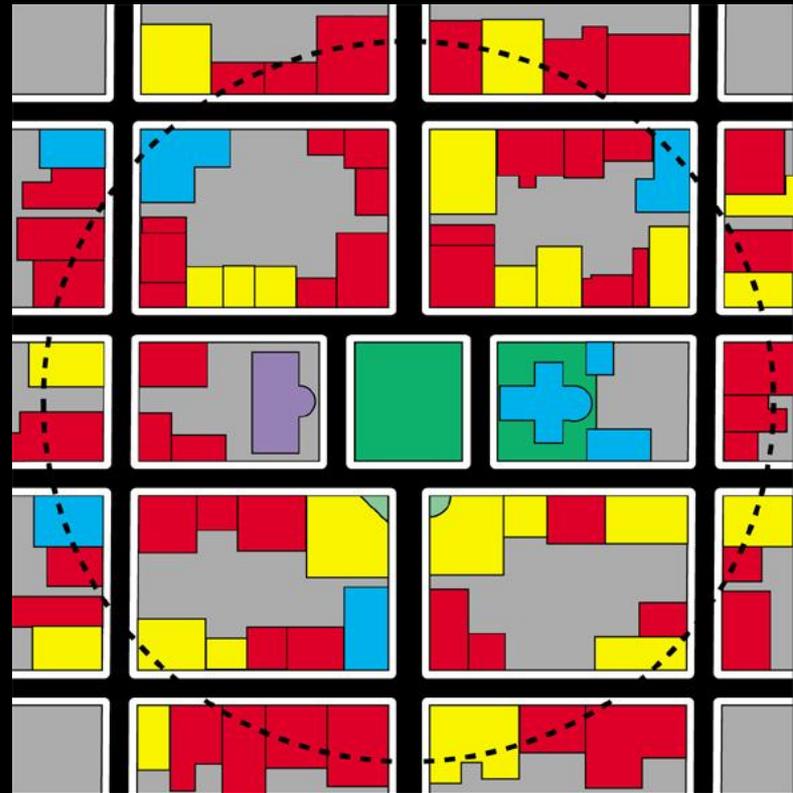
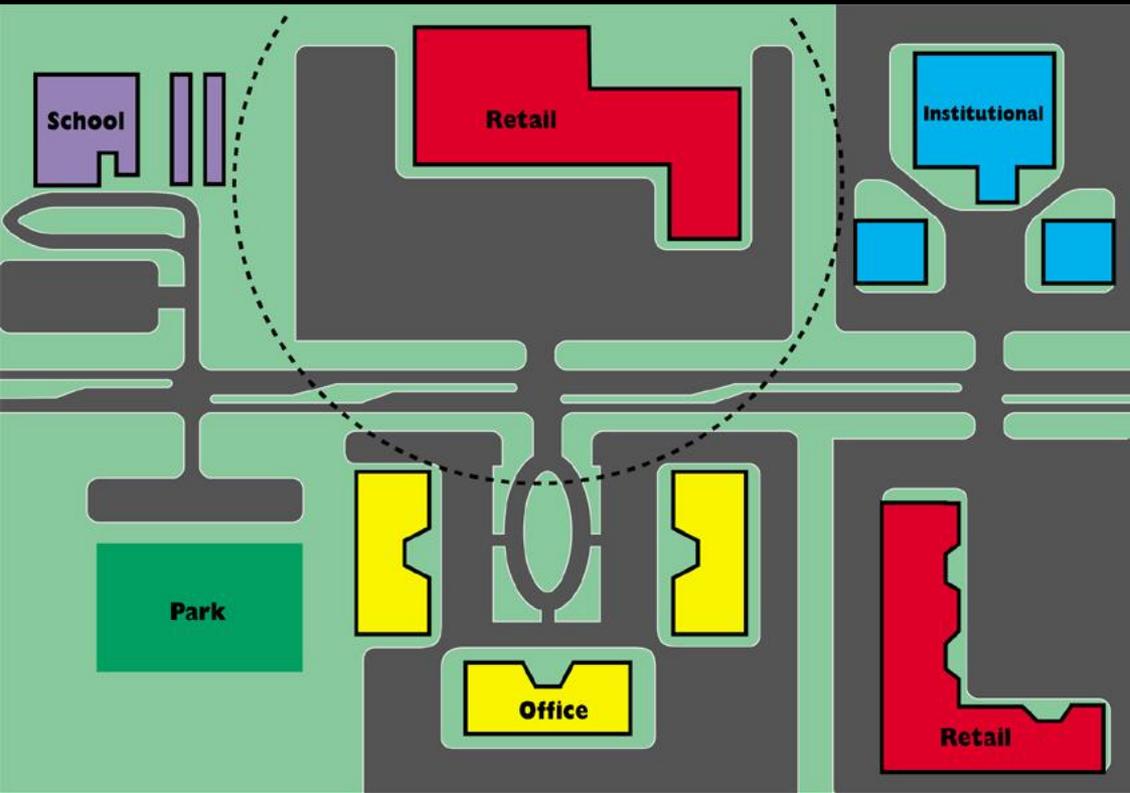
I will leave the car
at home more.

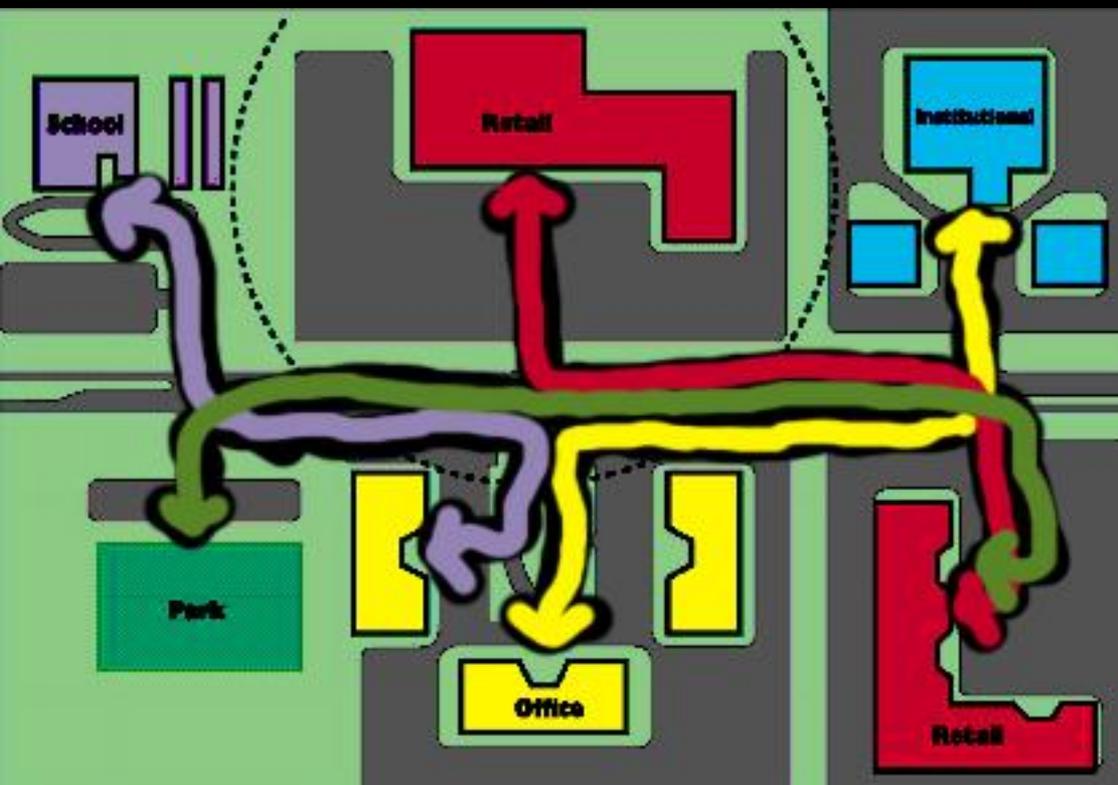


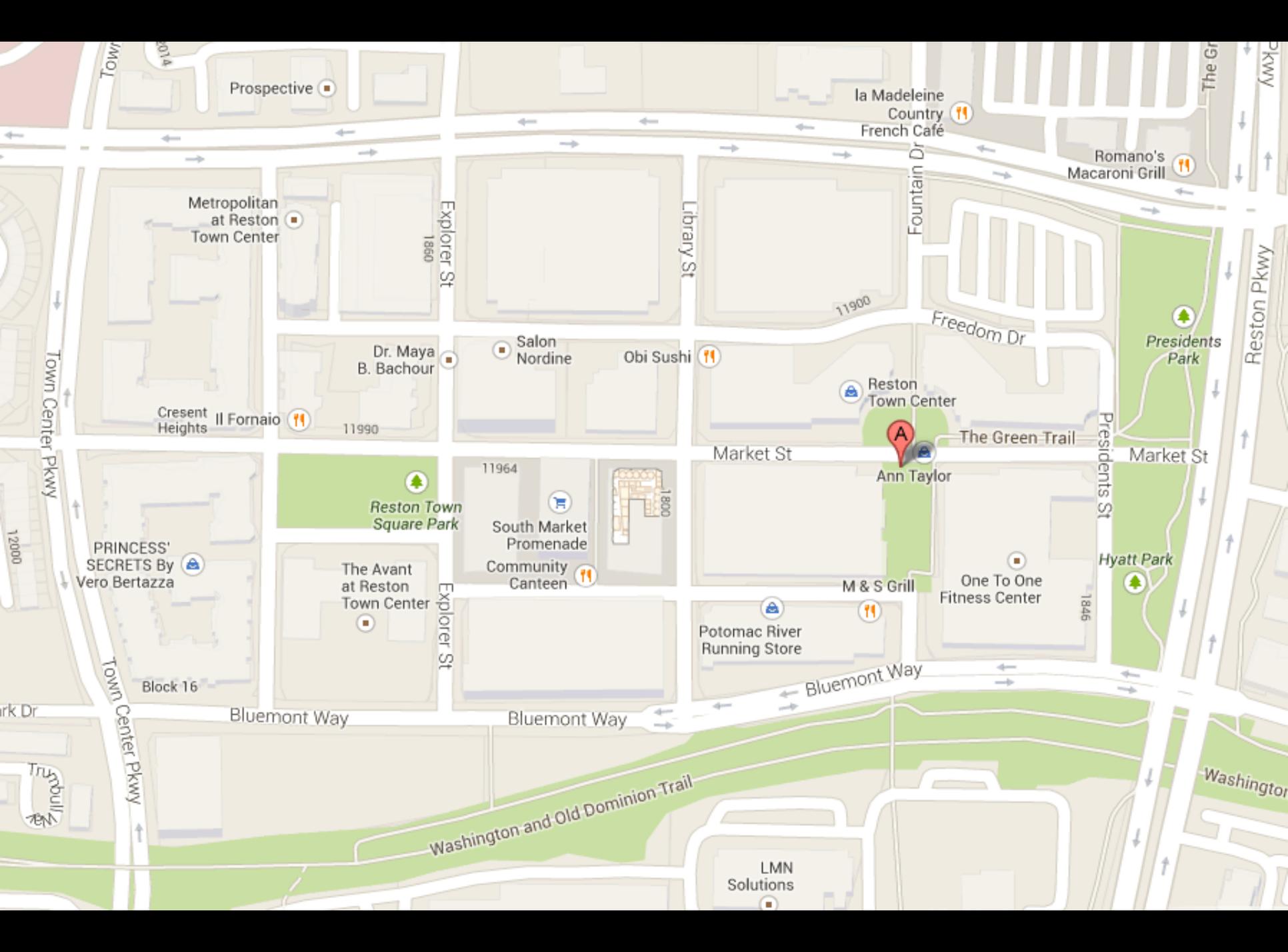
Human Energy™

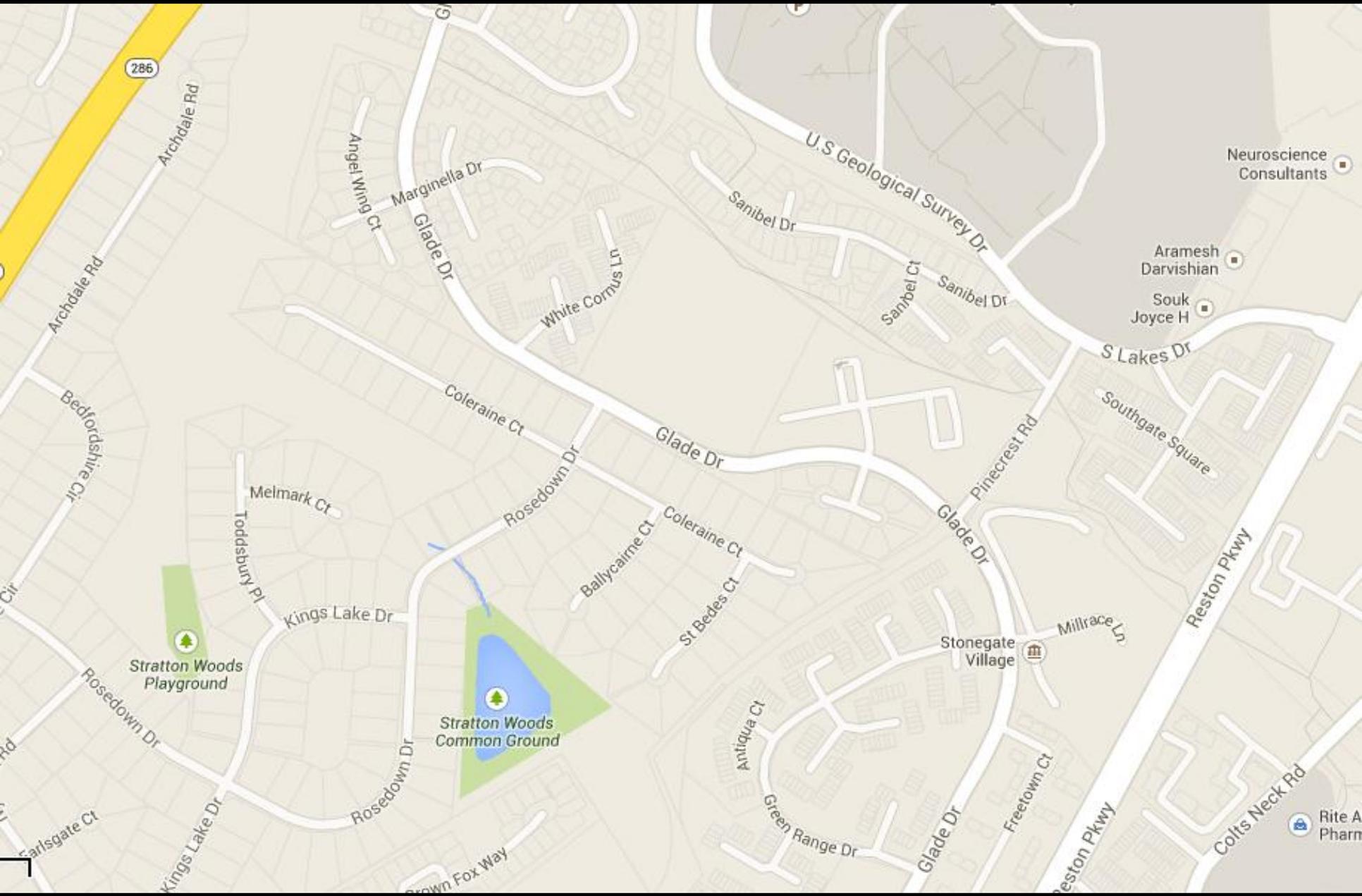












Neuroscience Consultants

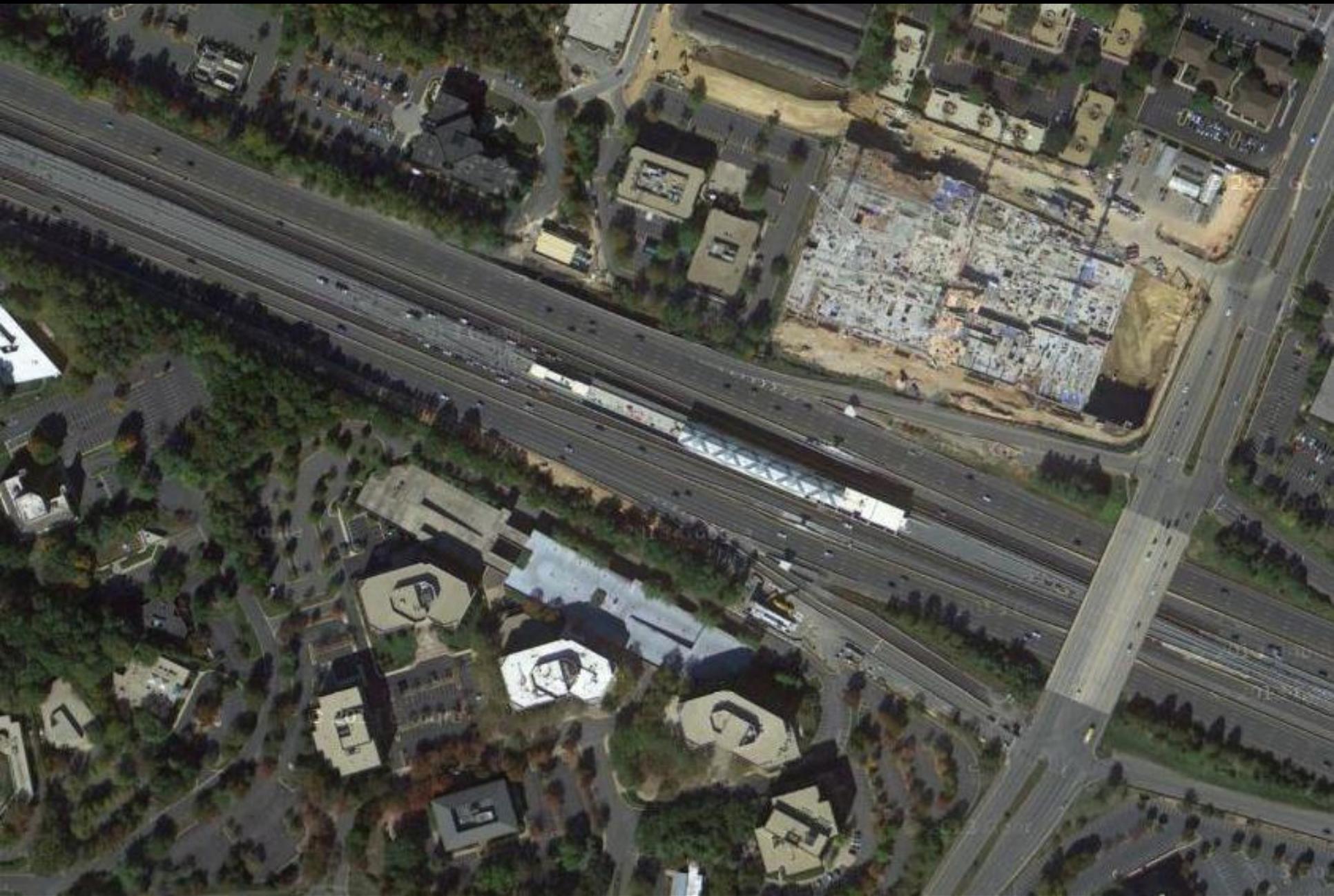
Aramesh Darvishian
Souk Joyce H

Stratton Woods Playground

Stratton Woods Common Ground

Rite A Pharm







New Dominion Parkway

Bluemont Way

Sunset Hills Road

RESTON PARKWAY M

Sunrise Valley Drive

Reston Parkway

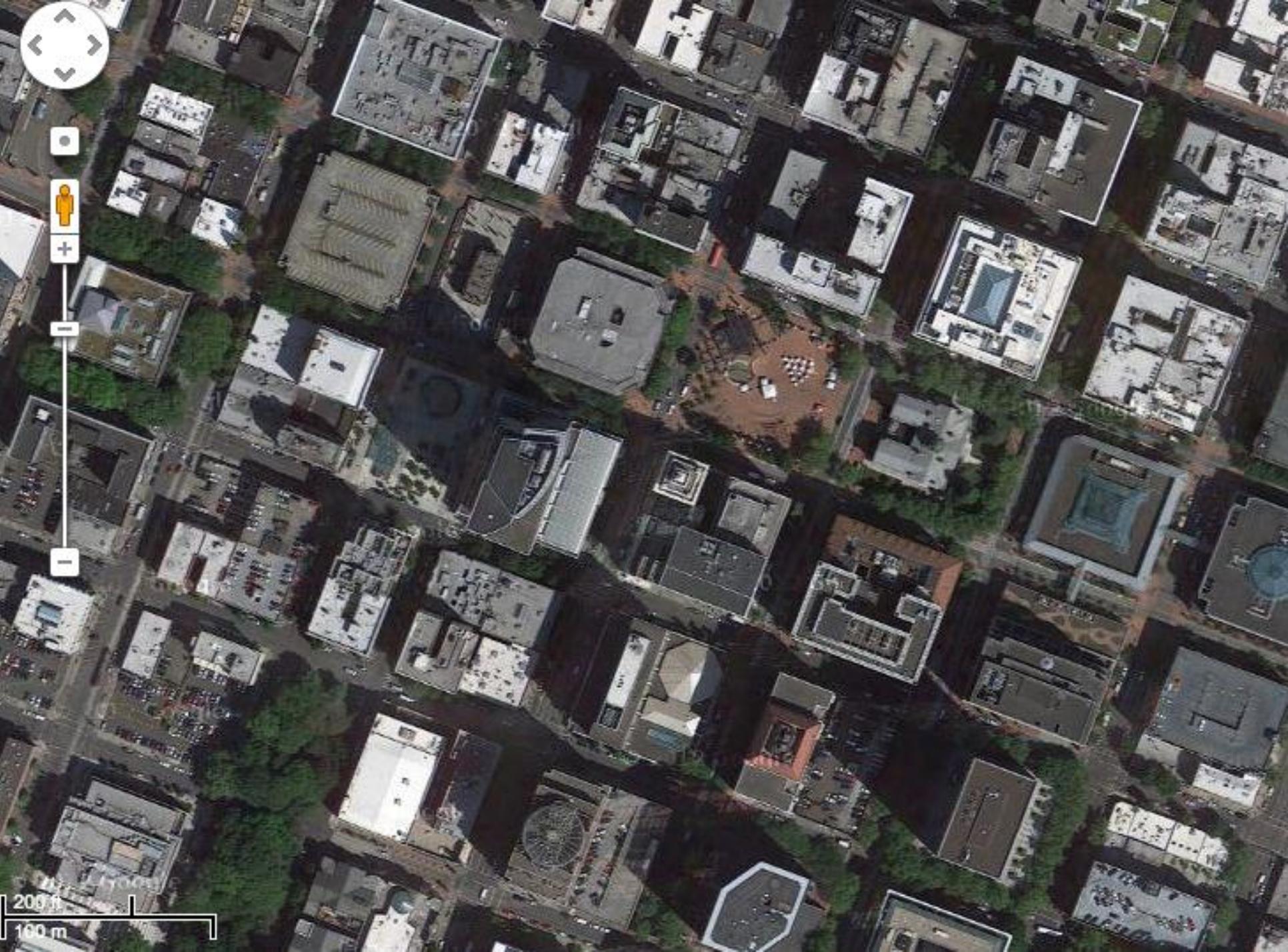
Wiehle Avenue

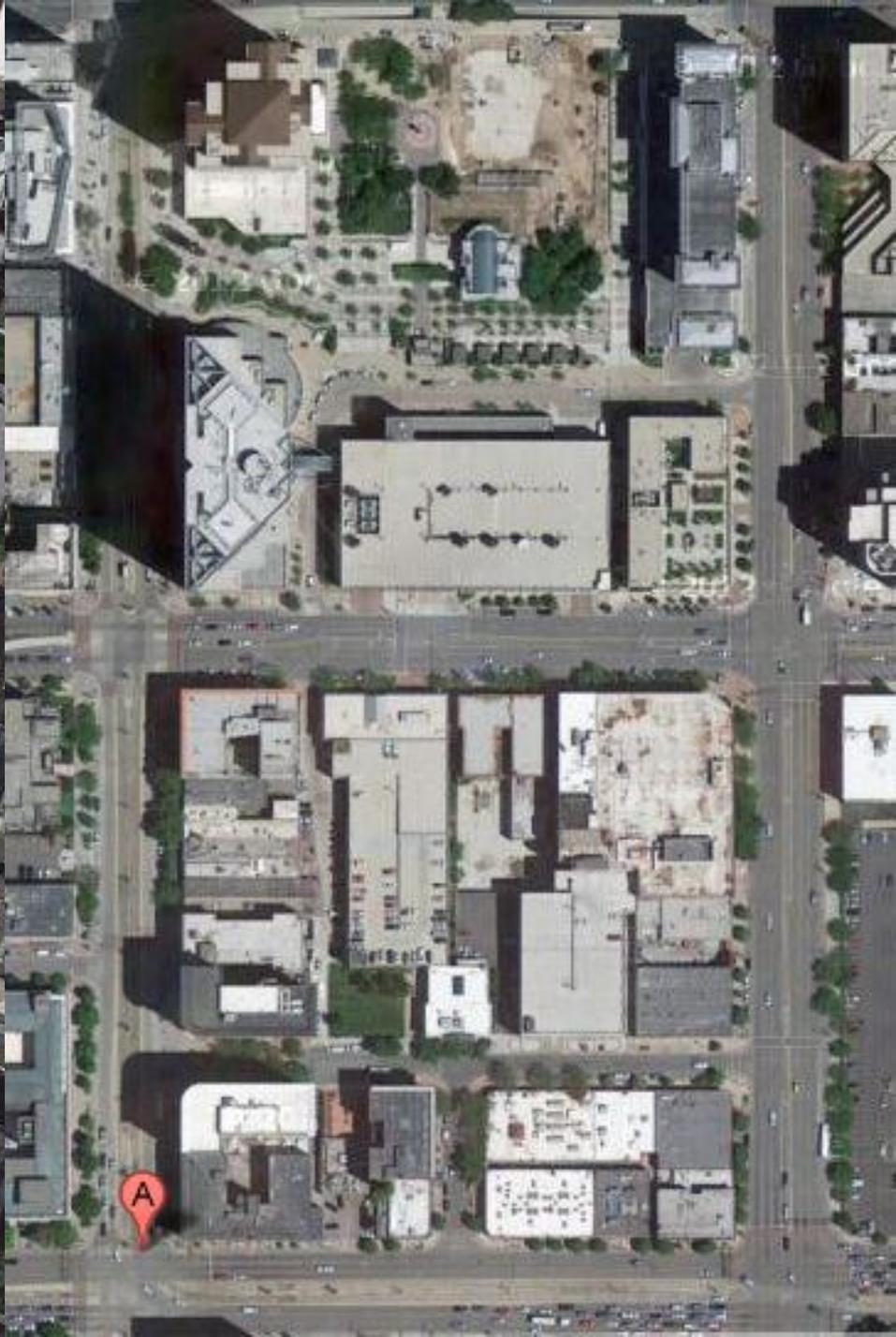
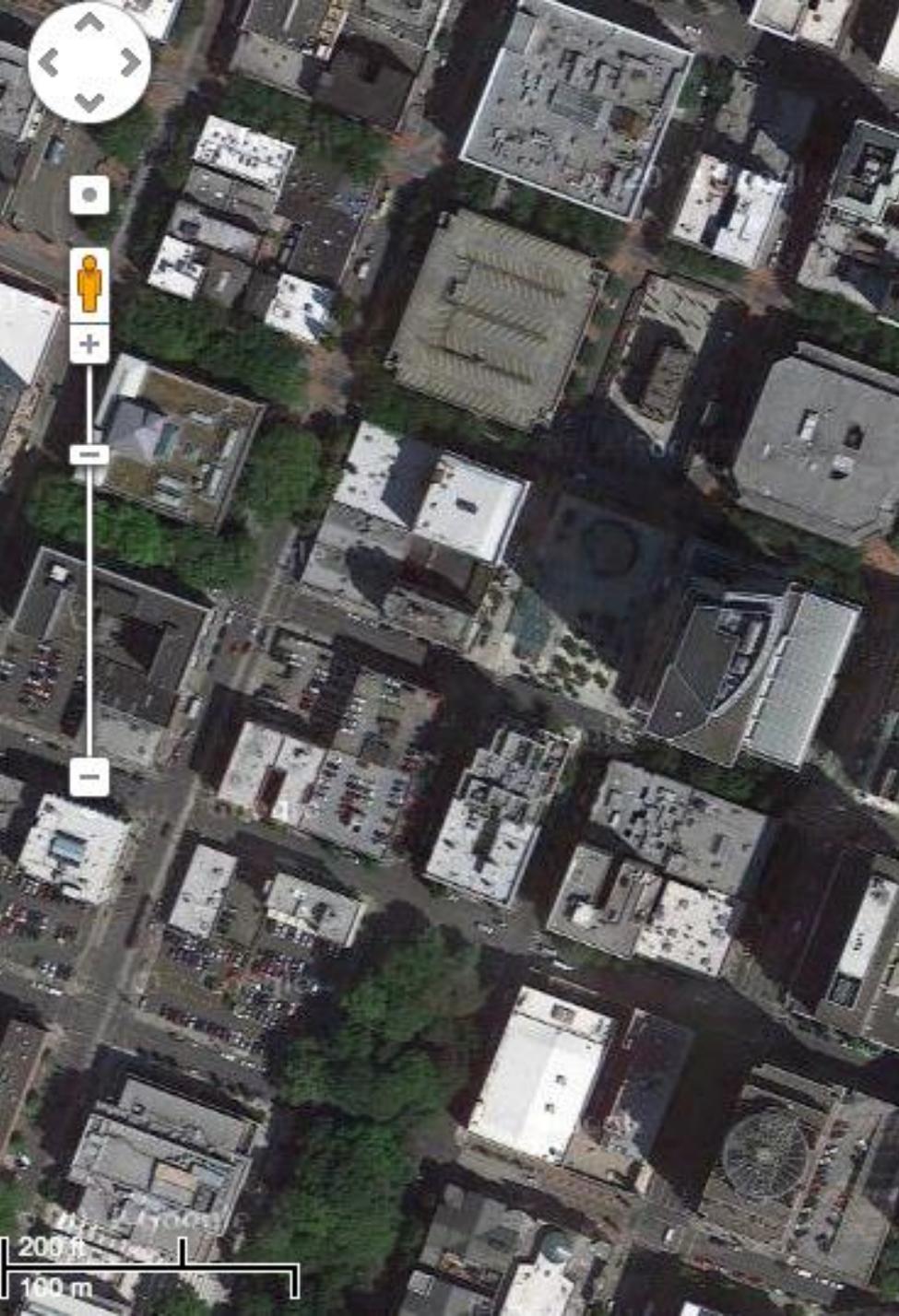
M WIEHLE AVENUE

Soapstone D

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK
(BALANCE OF USES)**
- **A SAFE WALK
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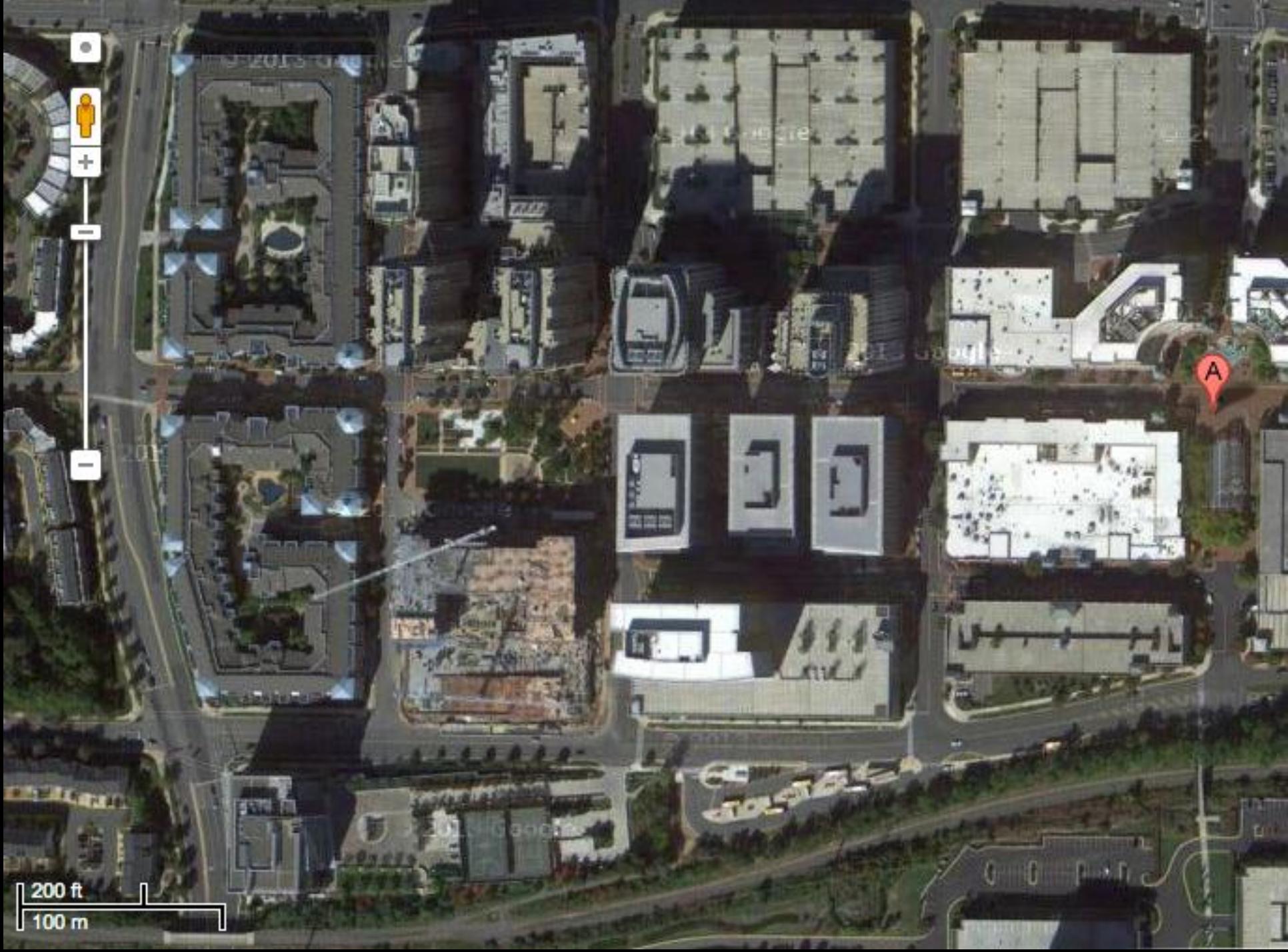


California city network and crash data

Characteristic	Safer cities	Less safe cities	Percent difference
Average year of incorporation	1895	1932	
Average year of block development	1957	1972	
Population ¹	65,719	59,845	-8.9
Real intersection density ²	106.2	62.7	-41.0
Average block size ³	18.2	34.5	89.6
Link to node ratio	1.34	1.29	-3.7
Fatal crashes ⁴	3.1	10.1	225.8
Fatal crashes not on limited access highways ⁴	2.3	8.6	273.9

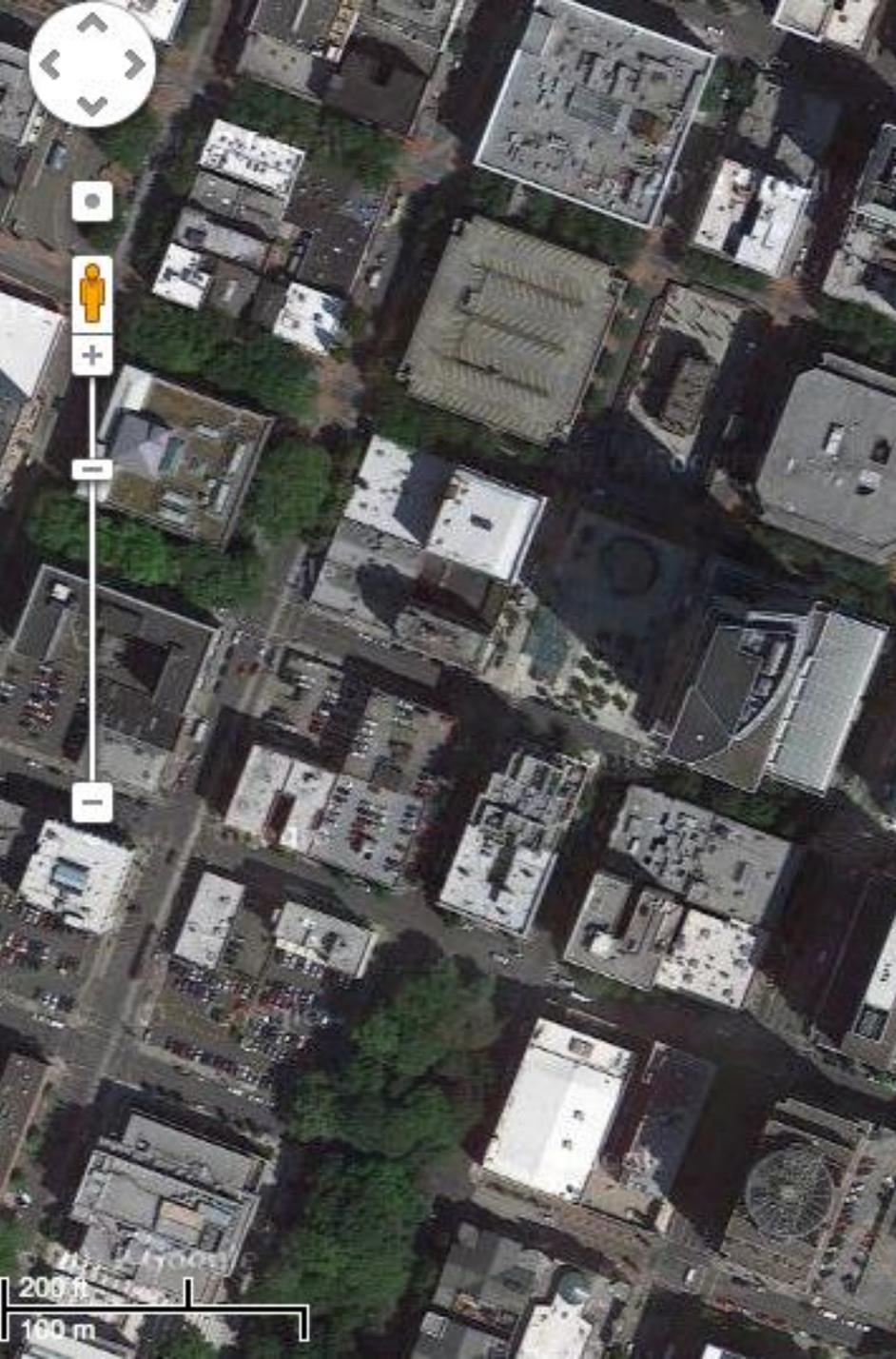
¹2000 census ²Per square mile ³Acres ⁴Per 100,000 people per year

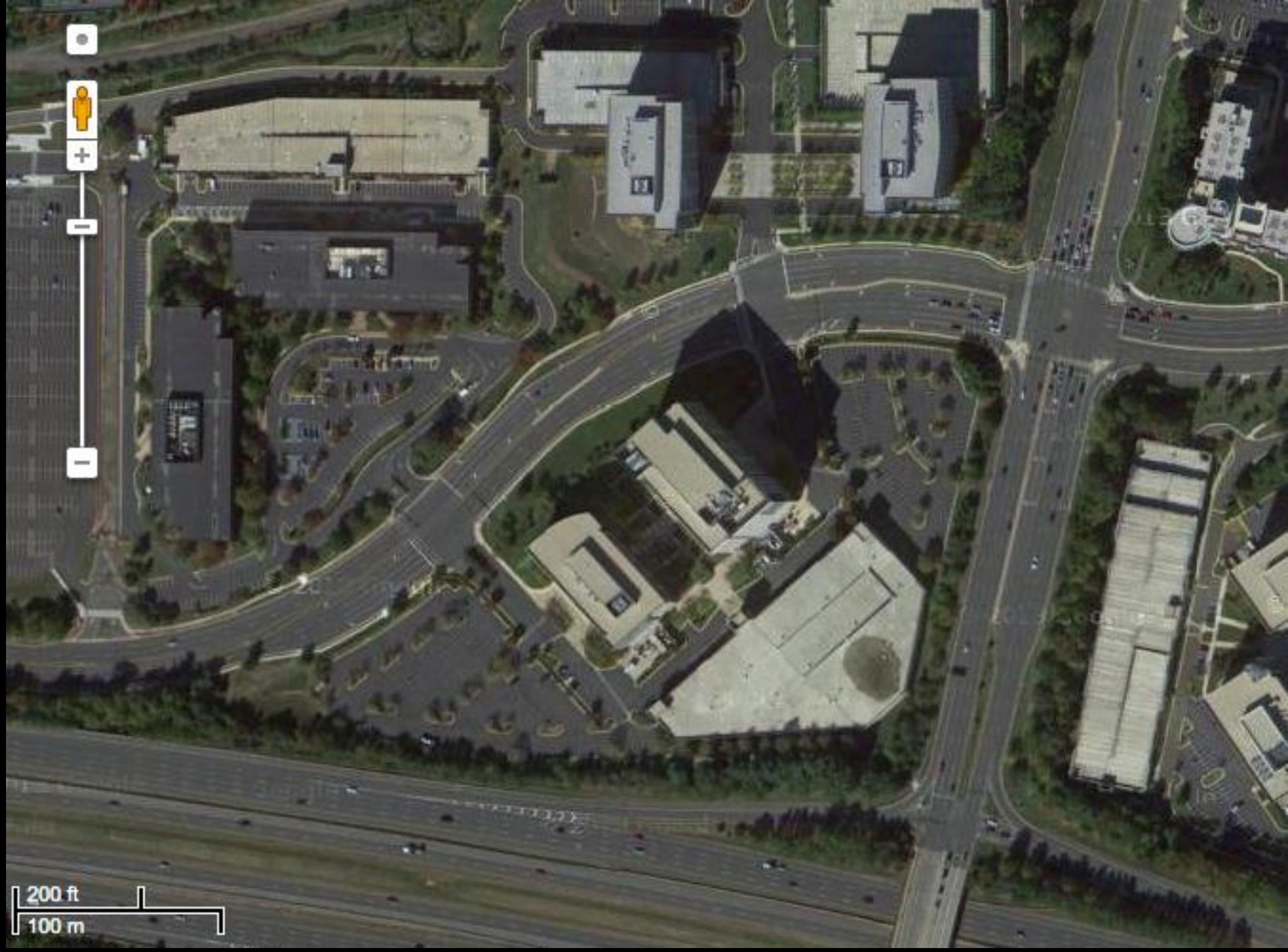
New Urban News, source: Wesley E. Marshall and Norman Garrick, Street Network Types and Road Safety: A Study of 24 California Cities



A

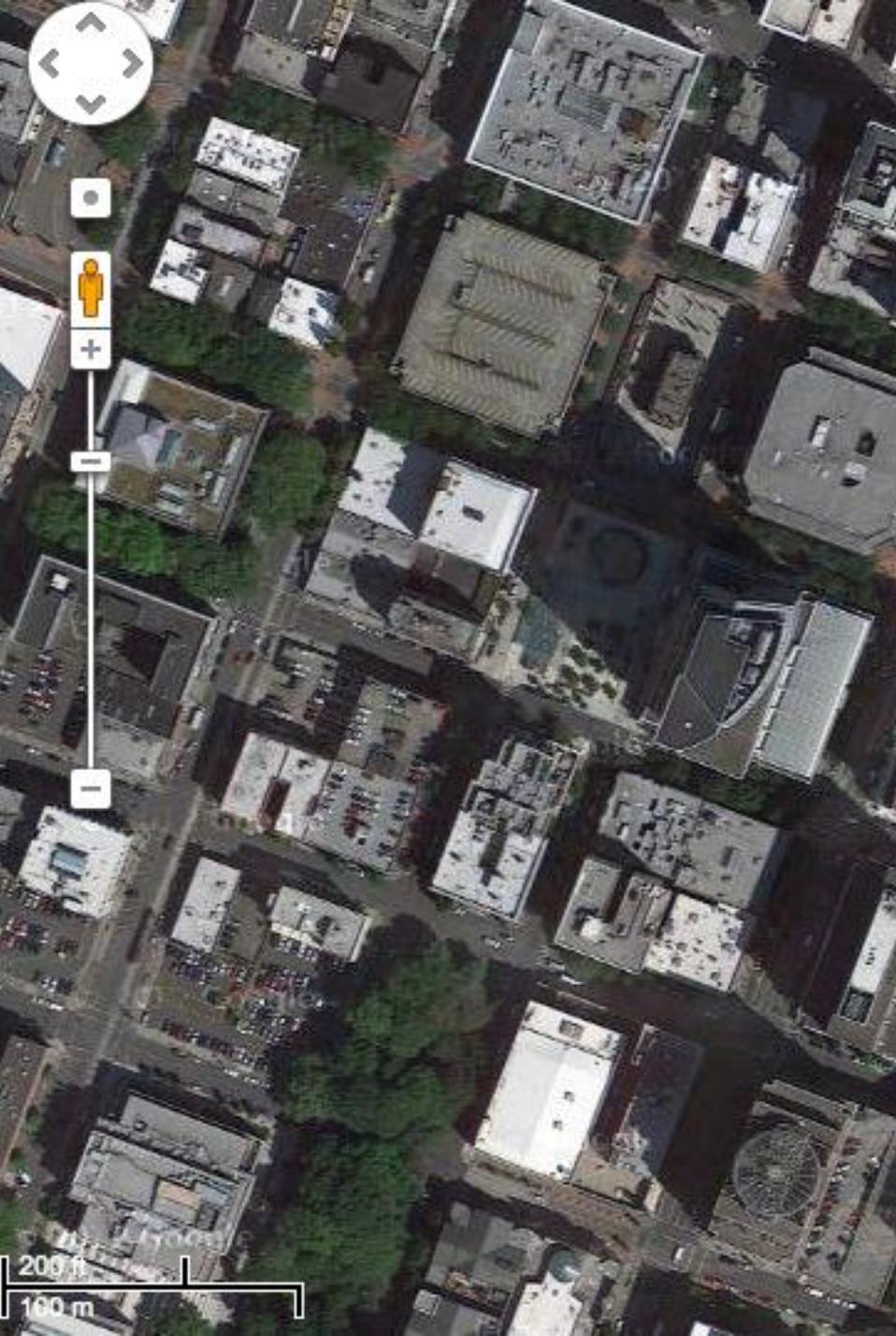
200 ft
100 m



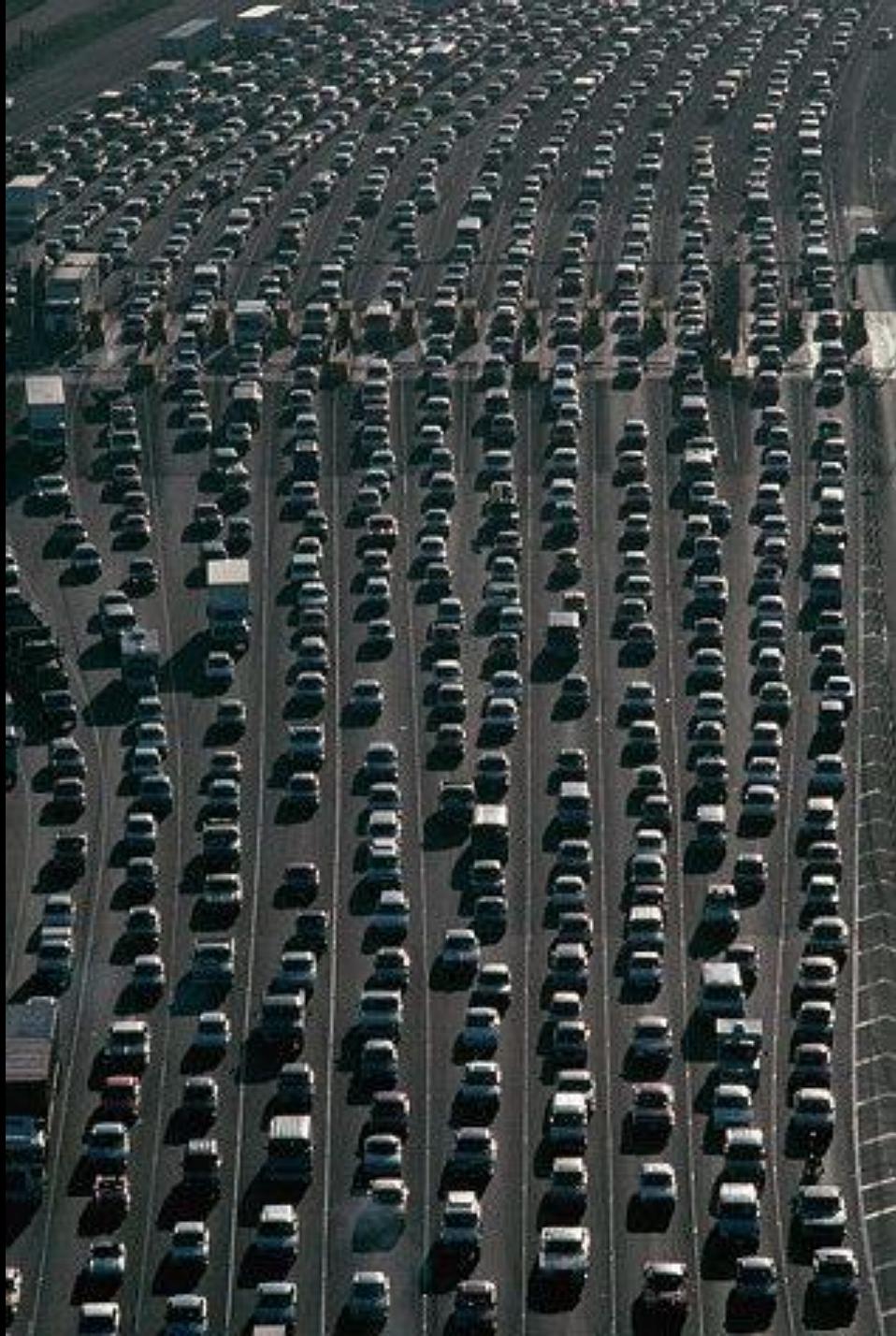


200 ft
100 m



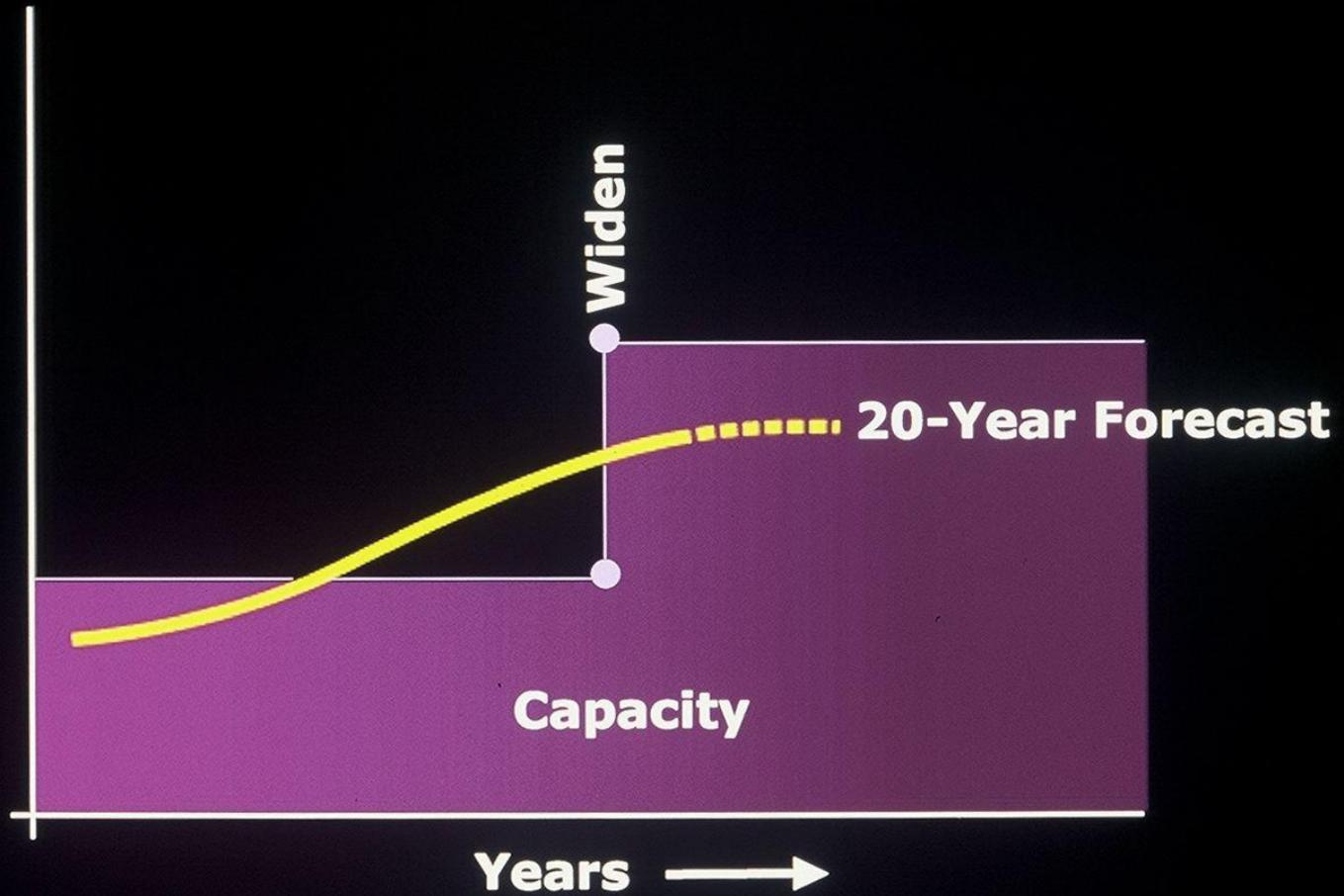




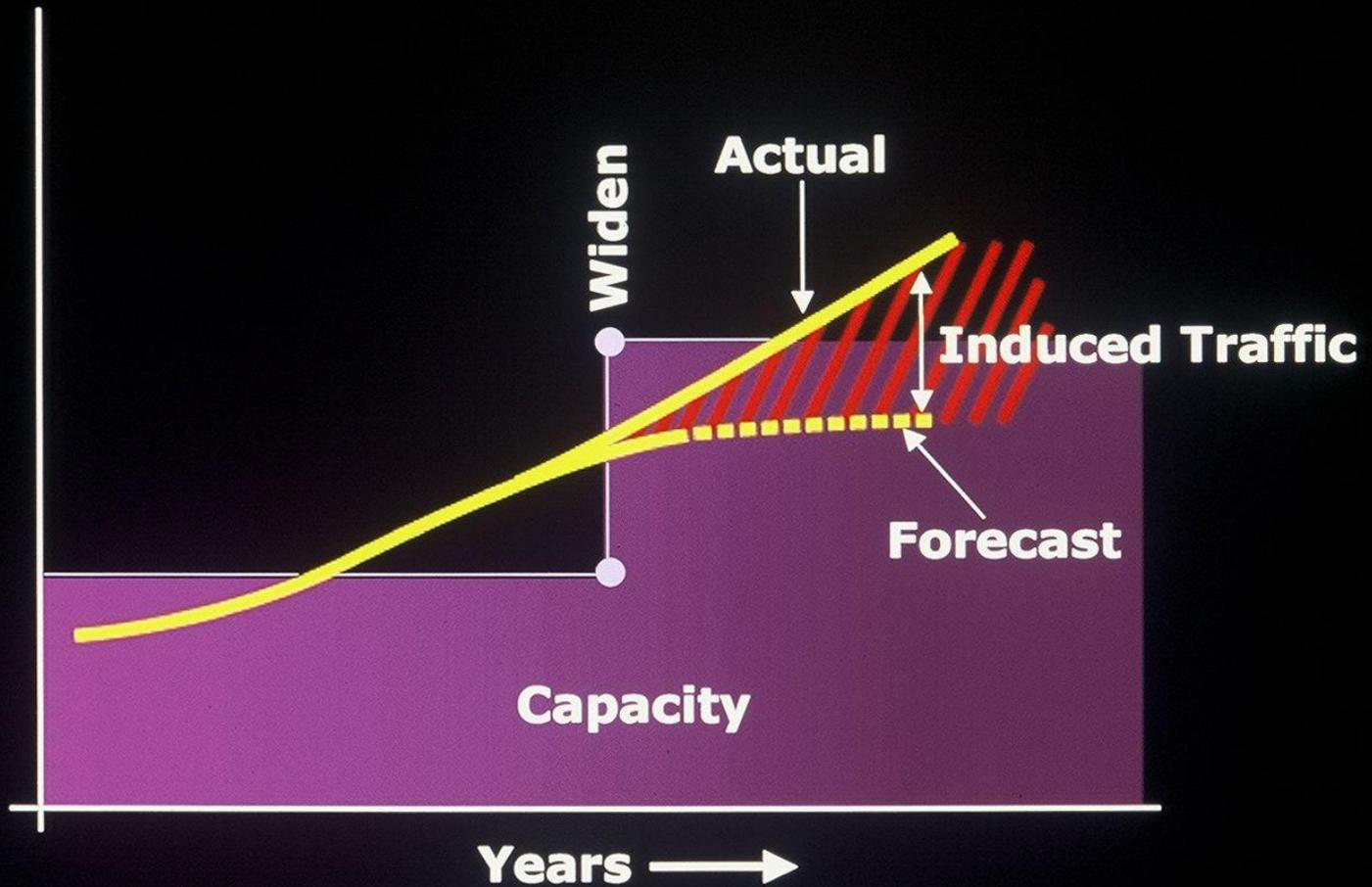




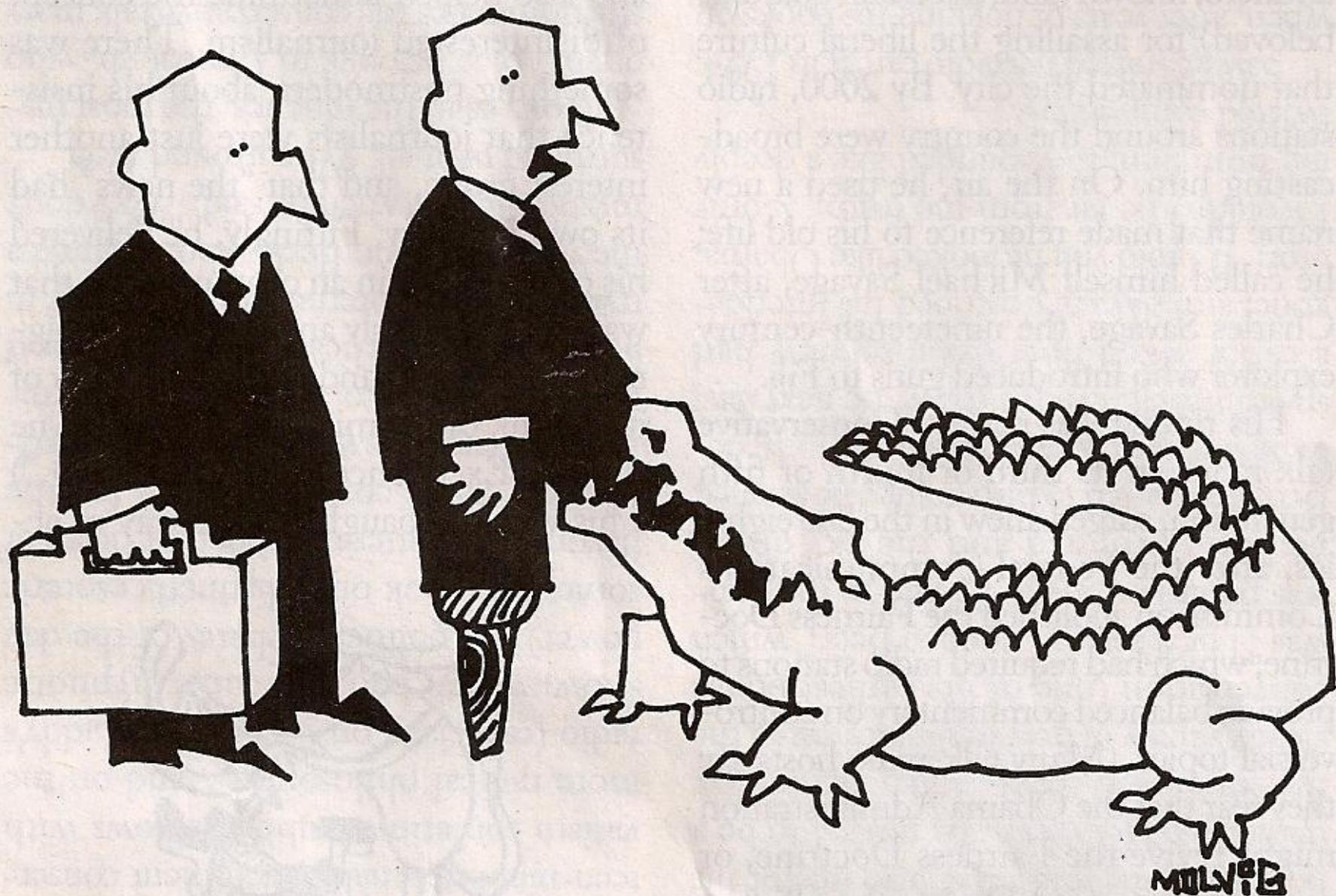
Ideal Traffic Planning



Traffic Planning: The Reality



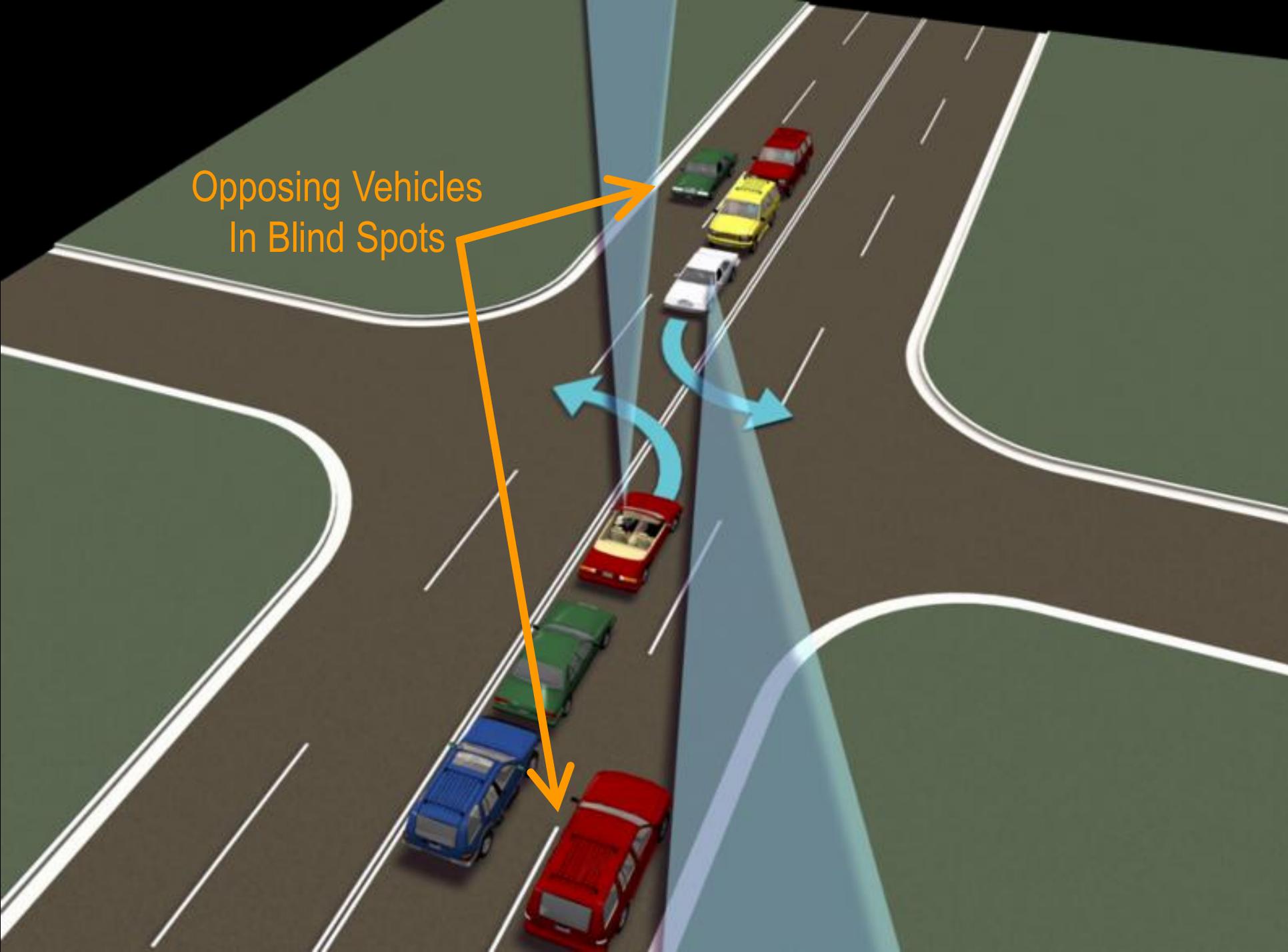
In general terms, traffic is caused by too much demand (from vehicles) meeting too little supply (roads). One solution is to increase supply by building more roads. But that's expensive, and demand from drivers tends to quickly overwhelm the new supply; today engineers acknowledge that building new roads usually makes traffic worse. Instead, economists have suggested reducing demand by raising the costs of driving in congested areas. The best-known example is the "congestion pricing" plan in London. In 2003, London introduced a congestion charge of £5 per day for cars entering the city center. This led to a 15% reduction in traffic and a 10% increase in public transport use. The revenue from the charge was used to fund other transport projects.

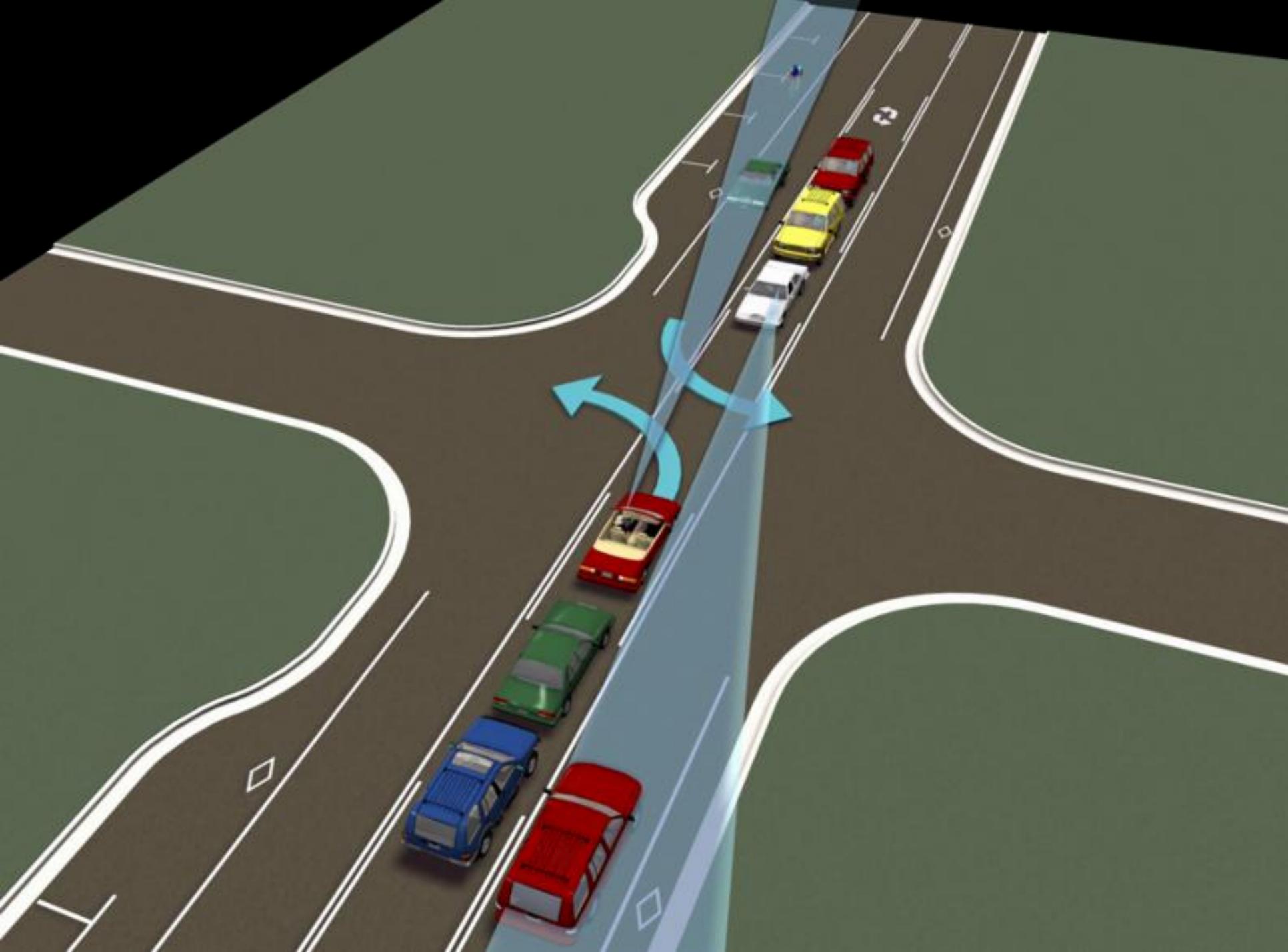


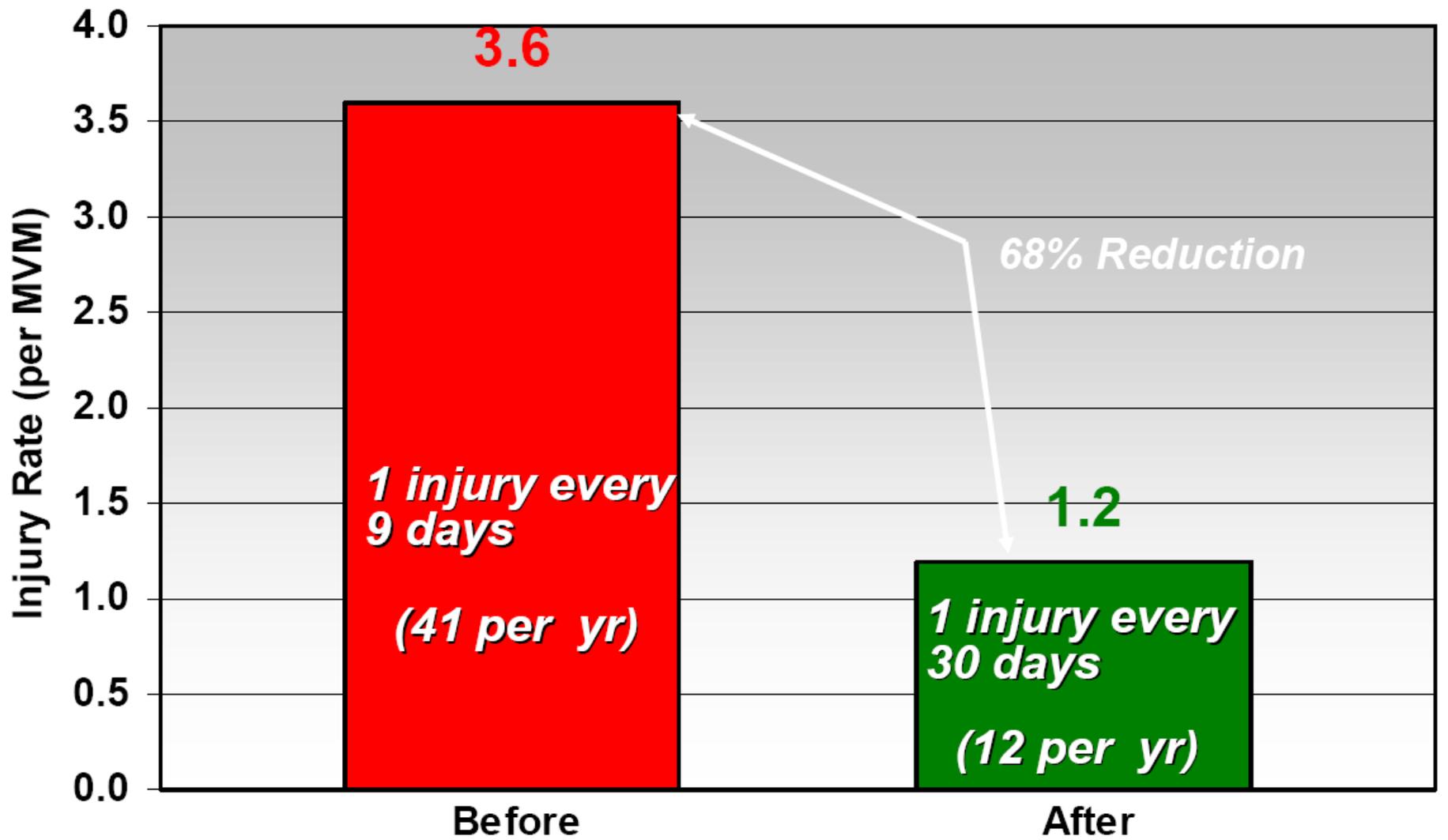
"Whoa. Déjà vu."



Opposing Vehicles
In Blind Spots







Successful Road Diets

Location	Street	ADT Before	ADT After
San Leandro, CA	East 14th Street	17,700	16,700
Duluth, MN	21st. Avenue East	17,000	17,000
Ramsey County, MN	Rice Street	18,700	16,400
Toronto, ON	St. George Street	15,000	15,000
Kirkland, WA	Lake Washington Boulevard	23,000	25,900
Seattle, WA	North 45th Street	19,400	20,300
Covington, WA	State Road 516	29,900	32,800
Bellvue, WA	Montana Street	18,500	18,500
East Lansing, MI	Grand River Boulevard	23,000	23,000
Santa Monica, CA	Main Street	20,000	18,000
Helena, MT	U.S. 12	18,000	18,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Orlando, FL	Edgewater Drive	20,500	21,000
Seattle, WA	Madison Street	17,000	18,000
Reno, NV	South Wells Avenue	18,000	17,500
University Place, WA	67th Avenue	17,000	15,000
University Place, WA	Cirque Avenue	16,900	14,400
East Lansing, MI	West Grand River Avenue	18,000	18,000
East Lansing, MI	Abbott Road	15,000	21,000
Charlotte, NC	East Boulevard	21,400	18,400



Name 4 things that changed

Fewer travel lanes; added bike lanes; parallel to back-in diagonal parking on one side; new pavement







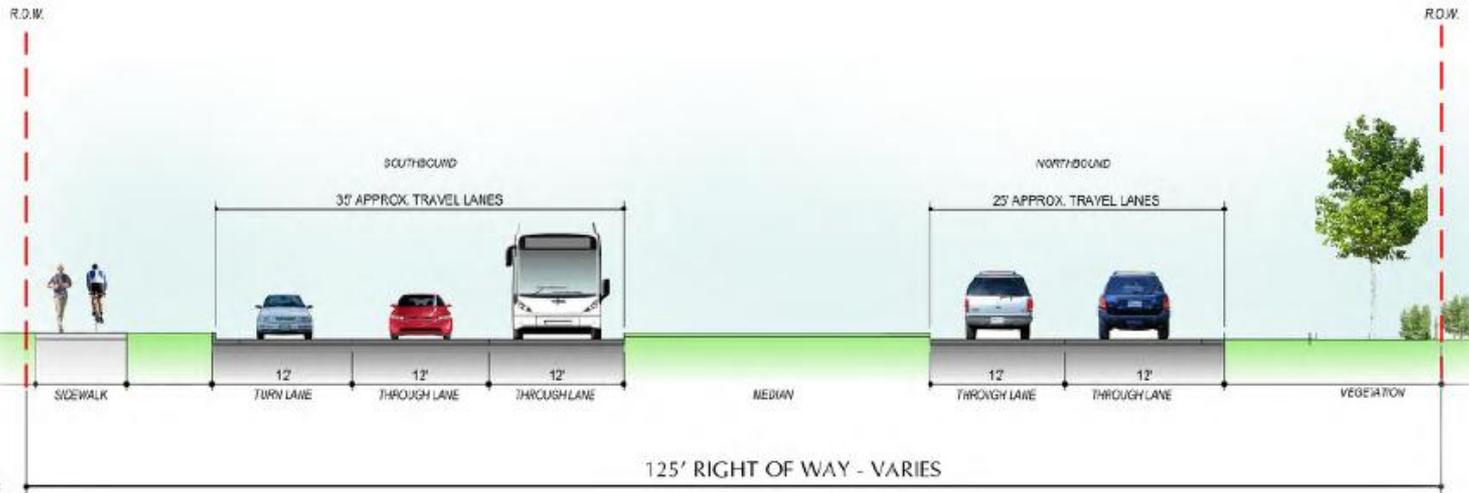




ZOOM ZOOM DR.

A

EXISTING



- TWO LANES NORTH
- TWO LANES SOUTH
- TURN LANES
- LANDSCAPED MEDIAN
- SINGLE PEDESTRIAN ACCESS

Width of streets is narrowed by popular demand

BY HELEN NIEMEC
STAFF WRITER

Complaints from residents about mandated street widths has resulted in an emerging street-width policy for improved roads in Birmingham.

The City Commission has narrowed the standard width for non-fire route streets and is expected to set a width for fire routes within a month.

"We need information and then we need to officially designate fire routes," said city commissioner Archie Damman III.

The city's engineering and public services department will present a report on street widths concerning fire routes at today's city commission meeting.

The new policy is that non-fire route streets can be 20-foot wide with parking on one side of the street or 26-foot wide with parking on both sides of the street.

Nine residents attended the Jan. 18 long-range planning session where the street width policy changed. Susan Gienapp, who has endorsed narrower streets, had given the commission a report from Portland, Oregon that showed how it had narrowed streets.

The idea of "traffic calming" and residential streets that had more of a small town flavor came up a number of times during the Downtown Master Plan study.

The policy affects the approximately half of Birmingham's roadways that still don't have curbs, gutters and storm sewers and currently are classified as unimproved roads. The city has 45 miles of improved streets; 25 miles of unimproved streets without curbs or gutters; and 20 miles of unimproved streets with curbs.

The petition of three streets in

BIRMINGHAM

the neighborhood immediately south of the downtown prompted the commission to rethink its policy which was reaffirmed last year as 29-foot wide. On citizen petitions to pave and improve the streets, the city engineering department had specified that improved streets would be done at 29-foot widths.

"I support this concept," said city commissioner Eleanor Siewert of the new widths. "We could handle something with options. I was very influenced by reading the Portland report. After the master plan, I've become more aware of what our streets look like."

City Manager Thomas Markus still has reservations about narrower streets. Portland, he noted, has a public transit system where Birmingham residents are reliant upon their cars and need more parking space.

Additionally, Markus expects that the narrower streets will become less used for cut-through traffic.

"When we downsize one neighborhood street, that will force traffic on the wider streets," Markus said.

Birmingham went with a 29-foot street width to allow safety vehicles, such as fire trucks and ambulances, to pass if cars are parked on both sides of a street. The large fire trucks are 8-foot, 10-inches wide. The street width policy last year was reaffirmed by a 4-3 city commission vote, though the topic of street width surfaced at every commission meeting where road improvements were discussed.

WHAT ARE SKINNY STREETS?

The City of Portland requires most newly constructed residential streets to be 30 or 26 feet wide, depending on neighborhood on-street parking needs. In the past, residential streets were required to be as wide as 32 feet. To achieve the benefits described below, the City reduced residential street widths.

Why create skinny streets in neighborhoods?

Allowing newly paved residential streets to be narrower provides many benefits to area residents. Skinny streets help preserve neighborhood livability, while improving access to homes. Some benefits are:

Maintain neighborhood character.

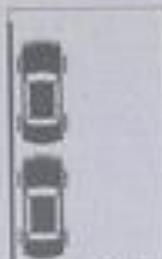
Construction of a wide paved street to replace a narrow unpaved road can change a neighborhood's atmosphere. Skinny streets reduce the impact on slopes and contours, on yards and on neighborhood self-image.

Lower construction costs.

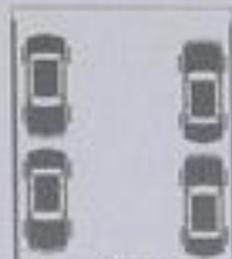
Construction of narrower streets costs less. This means that residents who want to improve existing streets are able to do so for less money and developers can create new neighborhood streets less expensively.

Save vegetation & trees.

In existing neighborhoods, narrower paving widths reduce the need to cut trees and shrubs along the street.



— 20 feet —



— 26 feet —

Reduce stormwater runoff.

Paved streets are a major source of stormwater runoff. Pollutants from autos, as well as fertilizer, pesticides and other contaminants, are collected in stormwater, which flows into storm sewers. Eventually, this dirty water reaches our streams and rivers. Reducing pavement reduces stormwater runoff and allows more water to soak directly into the ground.

Encourage traffic safety.

Narrower streets discourage non-neighborhood traffic and force drivers to slow down.

Encourage better land-use.

As stewards of our natural resources, we know that streets aren't the best use of existing undeveloped land. With skinny streets, in new developments we have more room to house our growing population while reducing the amount of land reserved for traffic use.

Who decides on a street's width?

If you live on an unimproved street, you may be considering forming a Local Improvement District (LID) to complete your street. With an LID, you and the other property owners on your street would pay for improvements, and the City would be responsible for future maintenance.

In that case, you and other participating property owners can help design what your street will look like. Collectively, you can decide if you want parking on one or both sides of the street. This will determine how wide the street will be.

In new neighborhoods, developers will select the street width they believe to be most appropriate within the city guidelines.

Can emergency vehicles reach my home?

The Fire Bureau participated in exercises in older neighborhoods with narrow streets. The Bureau found that street widths based on skinny street guidelines will provide adequate access for emergency vehicles.

How Can I Learn More About SKINNY STREETS?

The City of Portland's Office of Transportation has set up the Local Streets Outreach Program. If you would like more information, or if you're interested in a presentation about skinny streets, please contact

(503) 823-7046

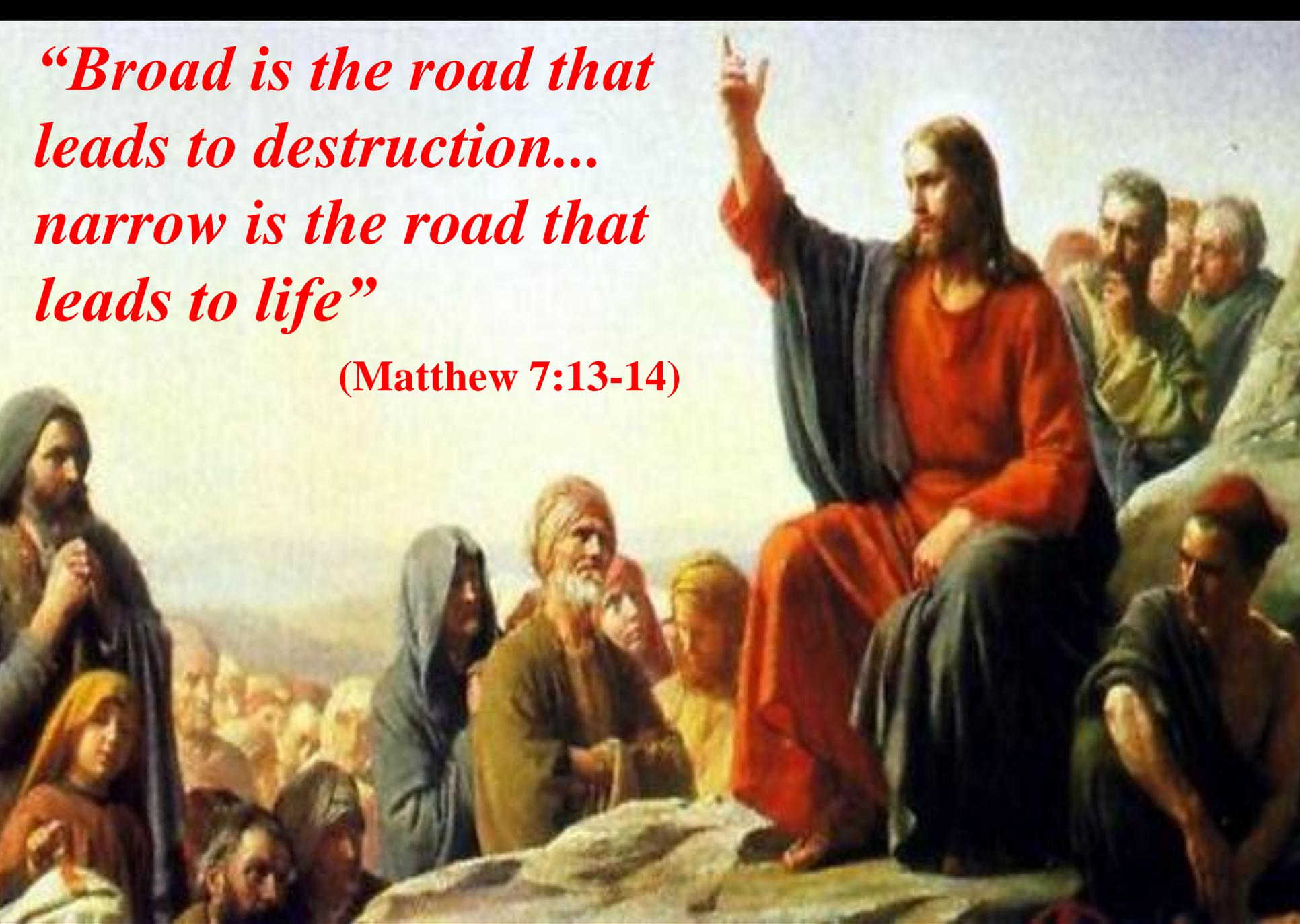


35'

22'

*“Broad is the road that
leads to destruction...
narrow is the road that
leads to life”*

(Matthew 7:13-14)







SPEED
30

SPEED
30

TRUCKS
BUSES
KEEP
RIGHT



STEEL
GRID
DECK



STOP

LANE
AHEAD

STOP





ONE WAY
→

BIKE SIGNAL

BIKEWALK CLOSED

W. 10TH AVE

←





INSTINCT
The Power of Your Mind
Spring

NO STOPPING ANYTIME

CBRE LEASING 212.984.1525

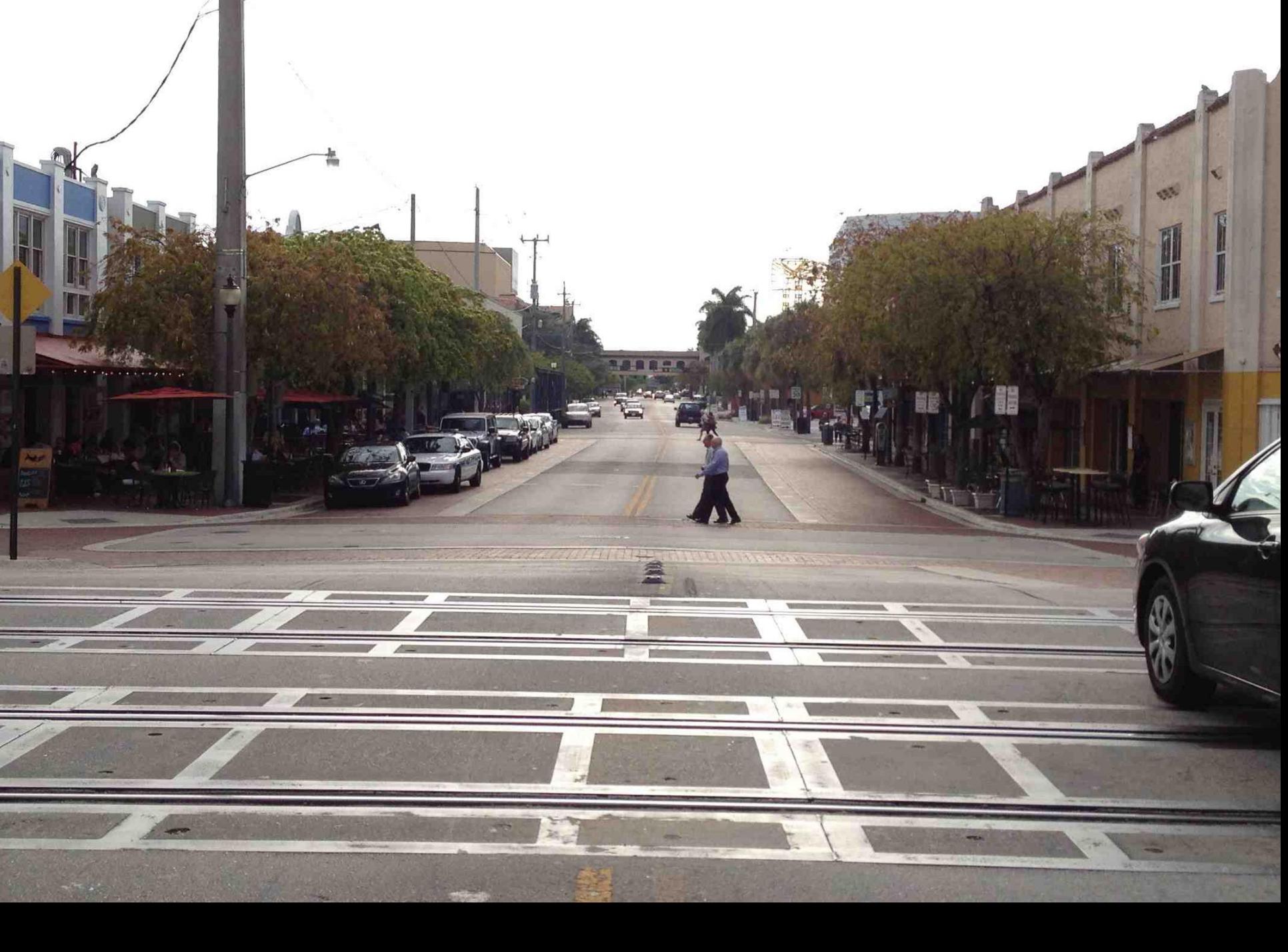
2005thavenue

New York City Bus 8857













38









Design challenges leave passers-by passing CityCenter by



STEVE MARCUS

Some say the entrance to CityCenter is not inviting to pedestrians.

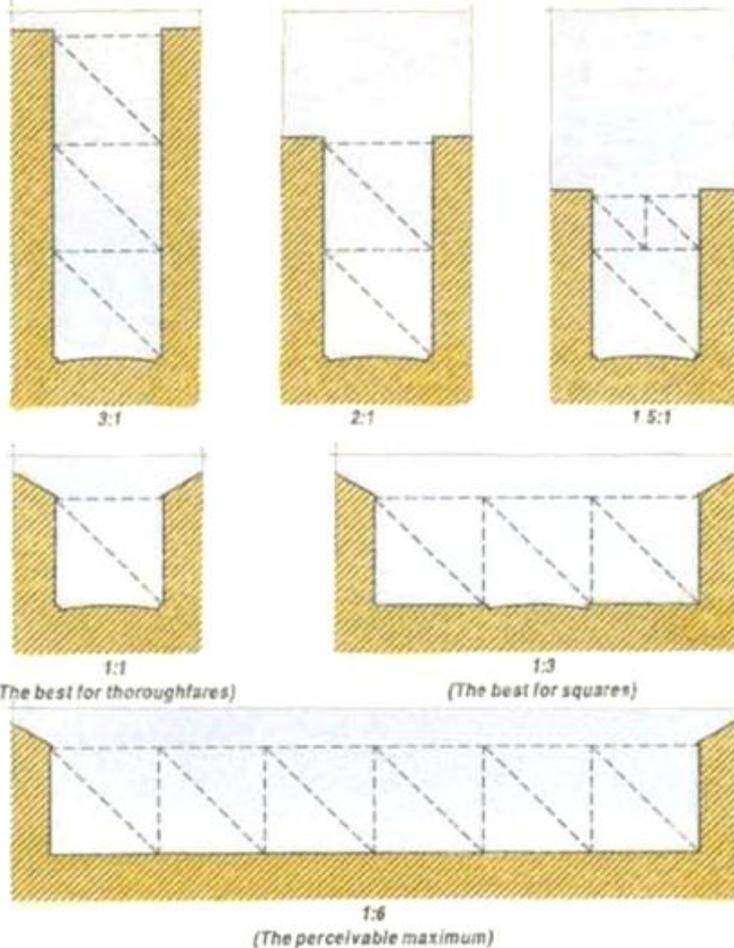


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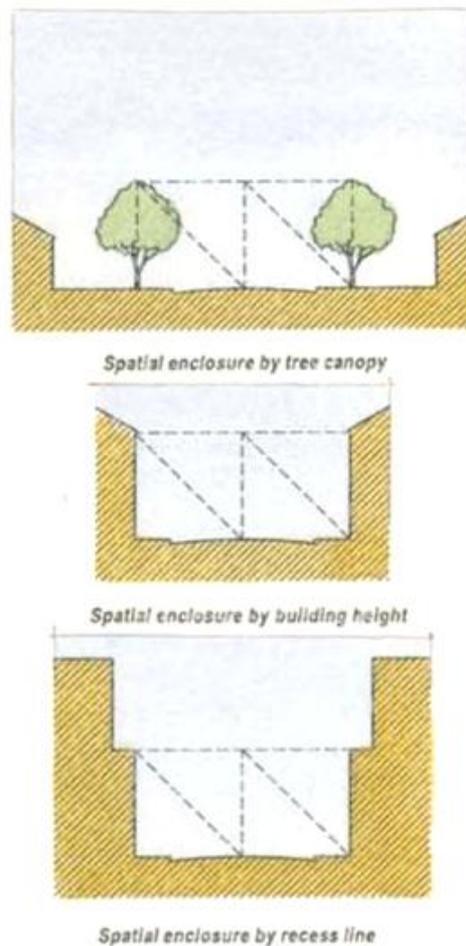


SPATIAL DEFINITION BY HEIGHT-TO-WIDTH RATIO



- **Spatial Definition:** the fabric achieved when confronting facades are aligned in a coherent manner, and the defined space does not exceed a certain height-to-width ratio.
- **Height-to-Width Ratio:** the proportion of spatial enclosure related to the physiology of the human eye. If the width of space is such that the cone of vision encompasses less street wall than open sky, the degree of spatial enclosure is slight. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. See: **Sense of Place**

SPATIAL DEFINITION IN SECTION



- **Spatial Enclosure:** the defining elements of a public space provided by facades with disciplined tree planting as an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that exceed the maximum height-to-width ratios.
- **Enclosure:** a physical attribute of thoroughfares and open spaces, contributing to a sense of place. Enclosure of the public realm involves the delimitation of the public space by frontages as a room is defined by its walls. Controlling the degree of enclosure is one of the principal variables in the creation of an urban-to-rural transect. Enclosure is adjusted through the selection of frontage types or by a build-to line specifying the minimum building frontage and the minimum building height.













Modernist Urban Fabric



Suburban housing neighbourhood.

No Street and Public Space Definition
Ambiguity between Urban and Rural

Traditional Urban Fabric



Dense inner city urban blocks.

A Fine Grain of Streets, Blocks and Civic Spaces
Compatibility of Building Types, Prominent Civic Structures

Two open spiral-bound notebooks with multiple pages of text. The pages contain dense, small-print text, likely a technical manual or a collection of forms. The top notebook is open to a page with a header that reads "SECTION 3. PREPARING THE COMMUNITY PLAN".

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DCMR

DISTRICT OF COLUMBIA MUNICIPAL REGULATIONS

11

ZONING

D.C. OFFICE OF DOCUMENTS AND ADMINISTRATIVE ISSUANCES

ANTHONY A. WILLIAMS
MAYOR

FEBRUARY 2003

ARNOLD R. FINLAYSON, Esq.
ADMINISTRATOR

SOURCE: §§ 5201.1, 5201.2, and 5201.3 of the Zoning Regulations, effective May 12, 1958; as amended by: Final Rulemaking published at 27 DCR 2226, 2227 (May 23, 1980); Final Rulemaking published at 33 DCR 3975, 3978 (July 4, 1986); Final Rulemaking published at 36 DCR 1509, 1523 (February 24, 1989); and Final Rulemaking published at 47 DCR 9741-43 (December 8, 2000), incorporating by reference the text of Proposed Rulemaking published at 47 DCR 8335, 8409-10 (October 20, 2000).

771 FLOOR AREA RATIO (C)

- 771.1 Except as specified in §§ 771.5 and 771.6 and chapters 20 through 25 of this title, the maximum permitted floor area ratio of a building or structure in a Commercial District shall be as specified in this section.
- 771.2 For a building or structure for which an application for a building permit was filed on or after November 17, 1978, the maximum permitted floor area ratio shall be as set forth in the following table:

ZONE DISTRICT	APARTMENT HOUSE OR OTHER RESIDENTIAL USE	OTHER PERMITTED USE	MAXIMUM PERMITTED (FAR)
C-1	1.0	1.0	1.0
C-2-A	2.5	1.5	2.5
C-2-B	3.5	1.5	3.5
C-2-C	6.0	2.0	6.0
C-3-A	4.0	2.5	4.0
C-3-B	5.0	4.0	5.0
C-3-C	6.5	6.5	6.5
C-4	8.5	8.5	8.5
C-5 (PAD)	10.0	10.0	10.0

- 771.3 For a building or structure in existence with a valid Certificate of Occupancy prior to November 17, 1978, or for which an application for a building permit was filed prior to November 17, 1978, the maximum floor area ratio to be devoted to an "other permitted use" shall be as shown in the table in § 771.2. An "apartment house or other residential use" may occupy all or any portion of the building or structure.
- 771.4 **[DELETED]**
- 771.5 In the C-4 District, a building or structure that is erected to a height in excess of one hundred ten feet (110 ft.) as permitted in § 770.4 may have a floor area ratio not exceeding ten (10.0), except as provided in § 2405.2.
- 771.6 In the C-5 (PAD) District, the maximum permitted floor area ratio, as specified in §§ 771.1 through 771.3, may be increased as provided in §§ 762.1 and 762.2.











166

171





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DCMR

DISTRICT OF COLUMBIA MUNICIPAL REGULATIONS

11

ZONING

D.C. OFFICE OF DOCUMENTS AND ADMINISTRATIVE ISSUANCES

ANTHONY A. WILLIAMS
MAYOR

FEBRUARY 2003

ARNOLD R. FINLAYSON, Esq.
ADMINISTRATOR

URBAN CODE • THE TOWN OF SEABSIDE

	TYPE 1 SINGLE	TYPE 2 SINGLE	TYPE 3A SINGLE	TYPE 3B SINGLE	TYPE 7 SINGLE	TYPE 7A SINGLE	TYPE 7B SINGLE	TYPE 7C SINGLE	MANUFACTURING SINGLE UNIT SINGLE UNIT
LAND SINGLE									
HOUSE SINGLE BALANCED SINGLE									
SINGLE STATION SINGLE									
FURNISH SINGLE									
SINGLE SINGLE									

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HOW DO YOU GET PEOPLE TO WALK?

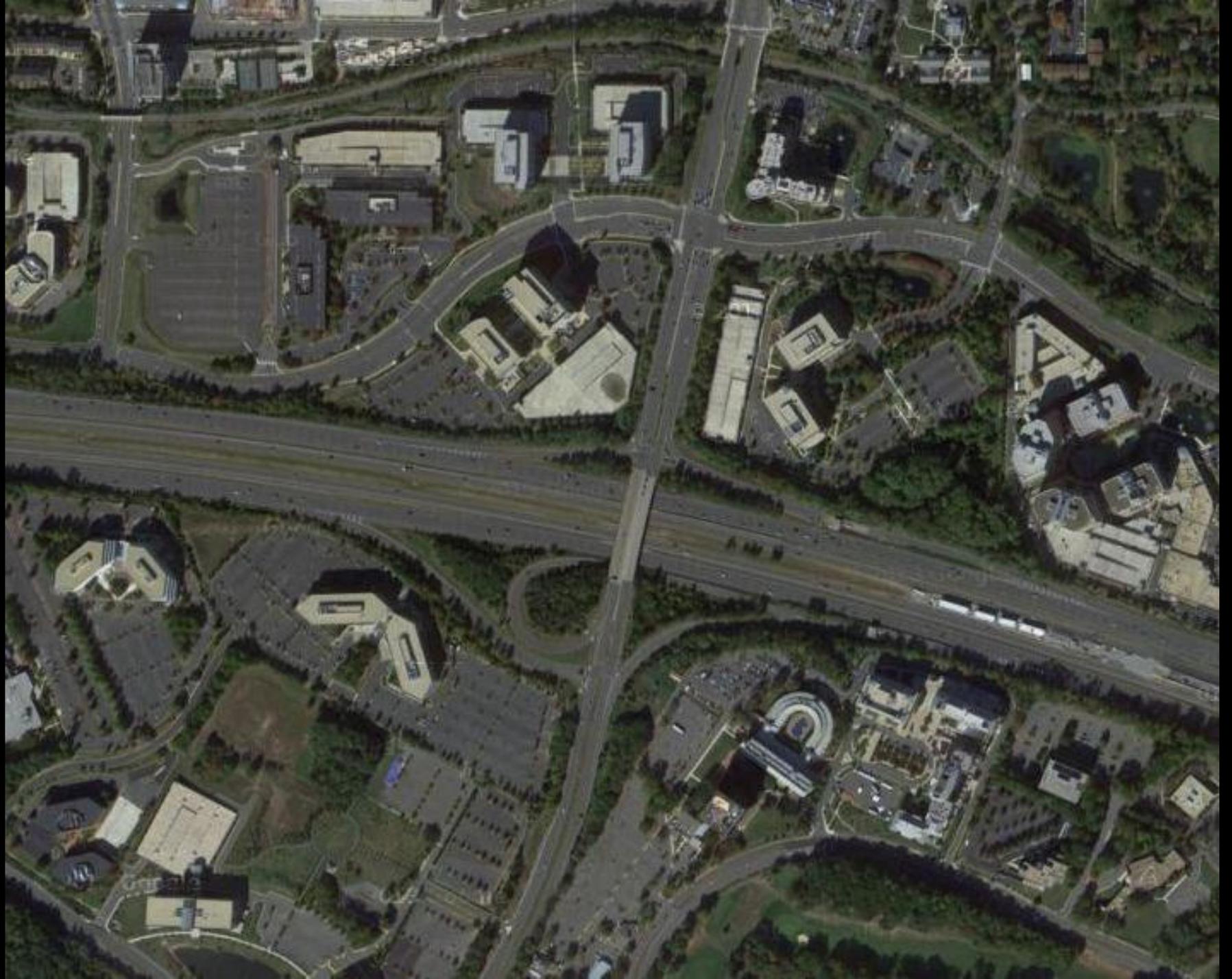
- **A REASON TO WALK
(BALANCE OF USES)**
- **A SAFE WALK
(REALITY AND PERCEPTION)**
- **A COMFORTABLE WALK
(SPACE AND ORIENTATION)**
- **AN INTERESTING WALK
(SIGNS OF HUMANITY)**





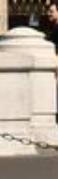




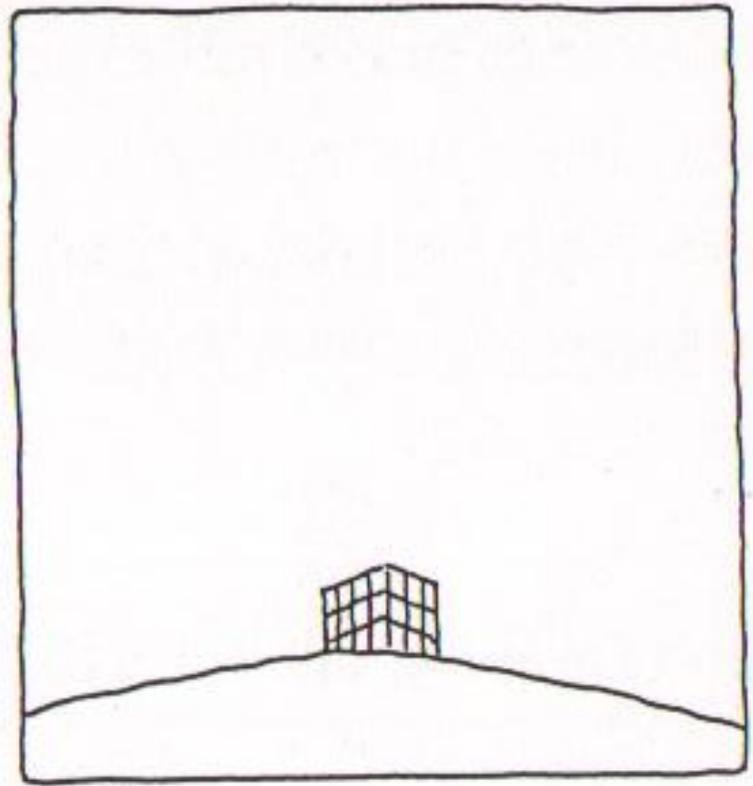
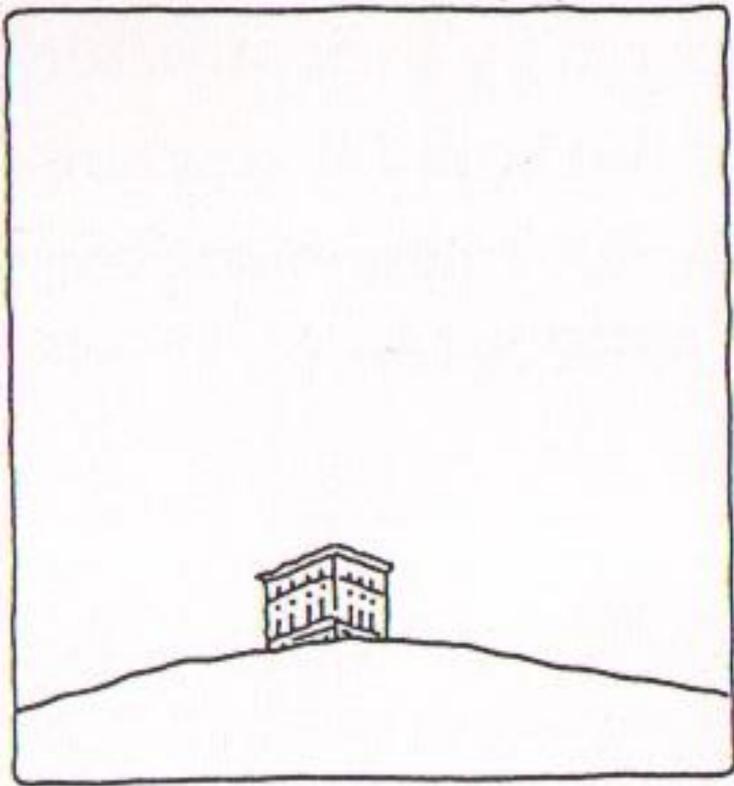


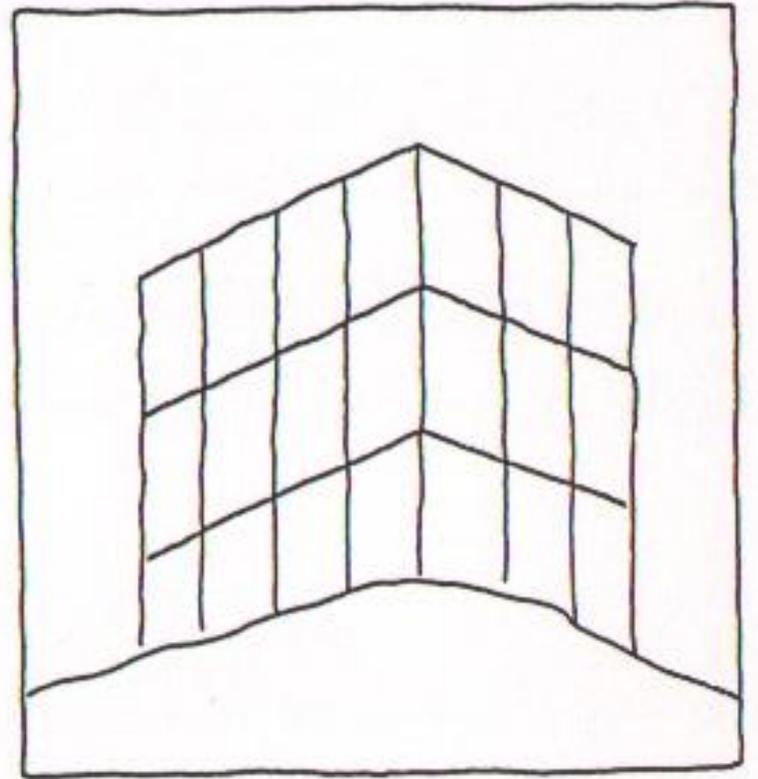
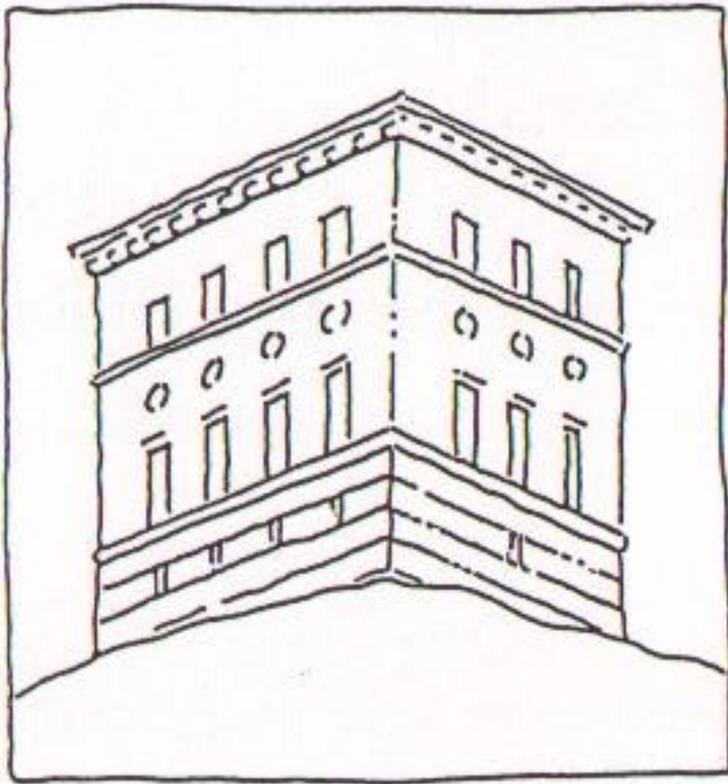


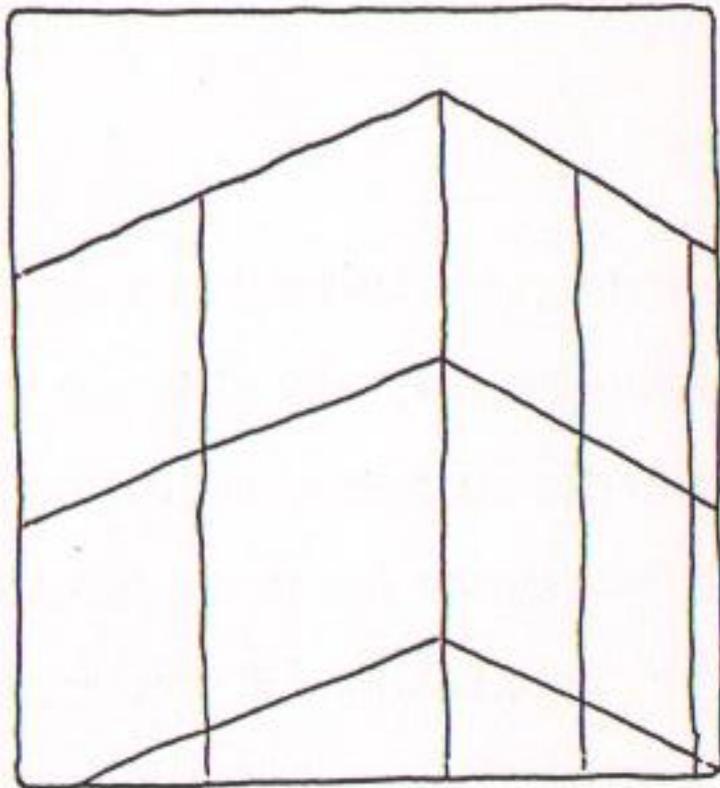
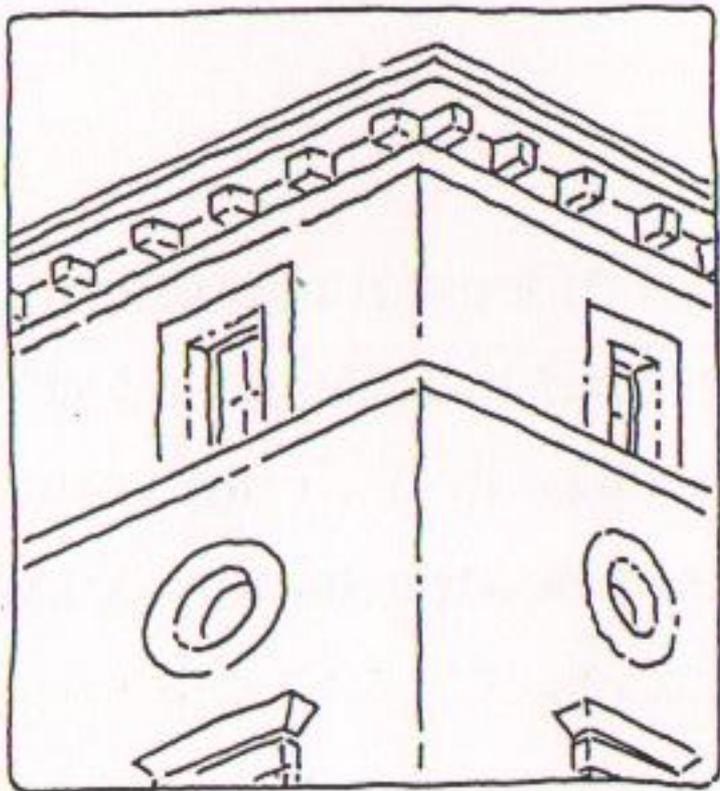


















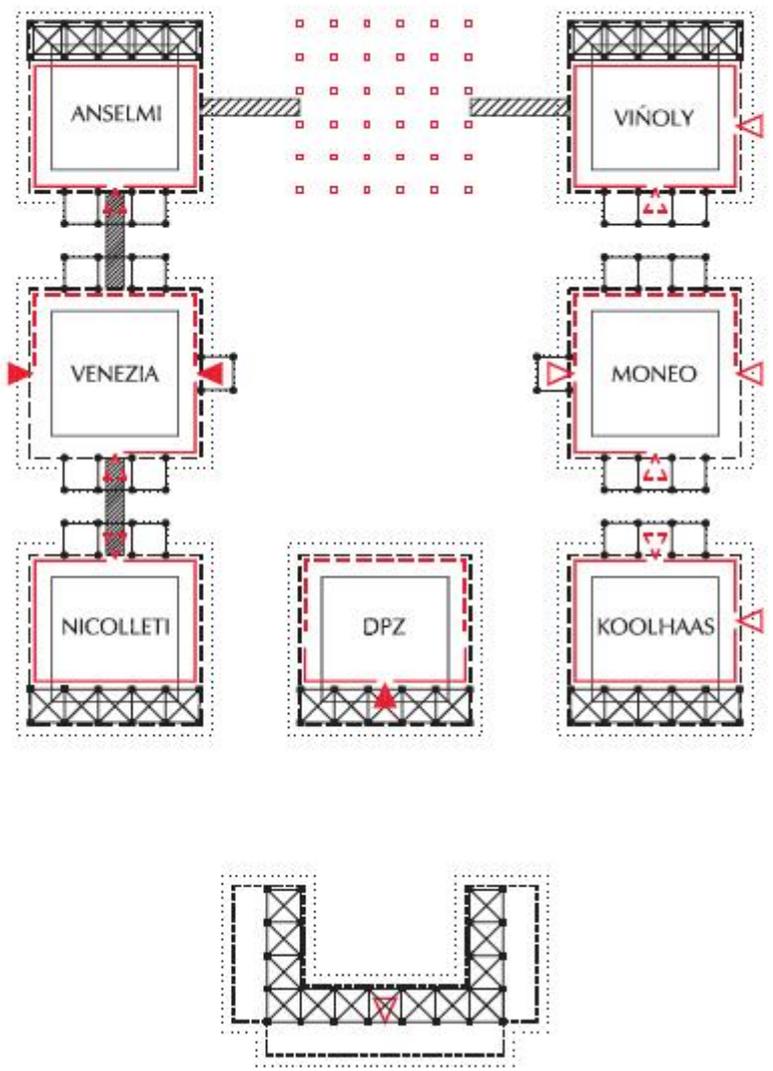






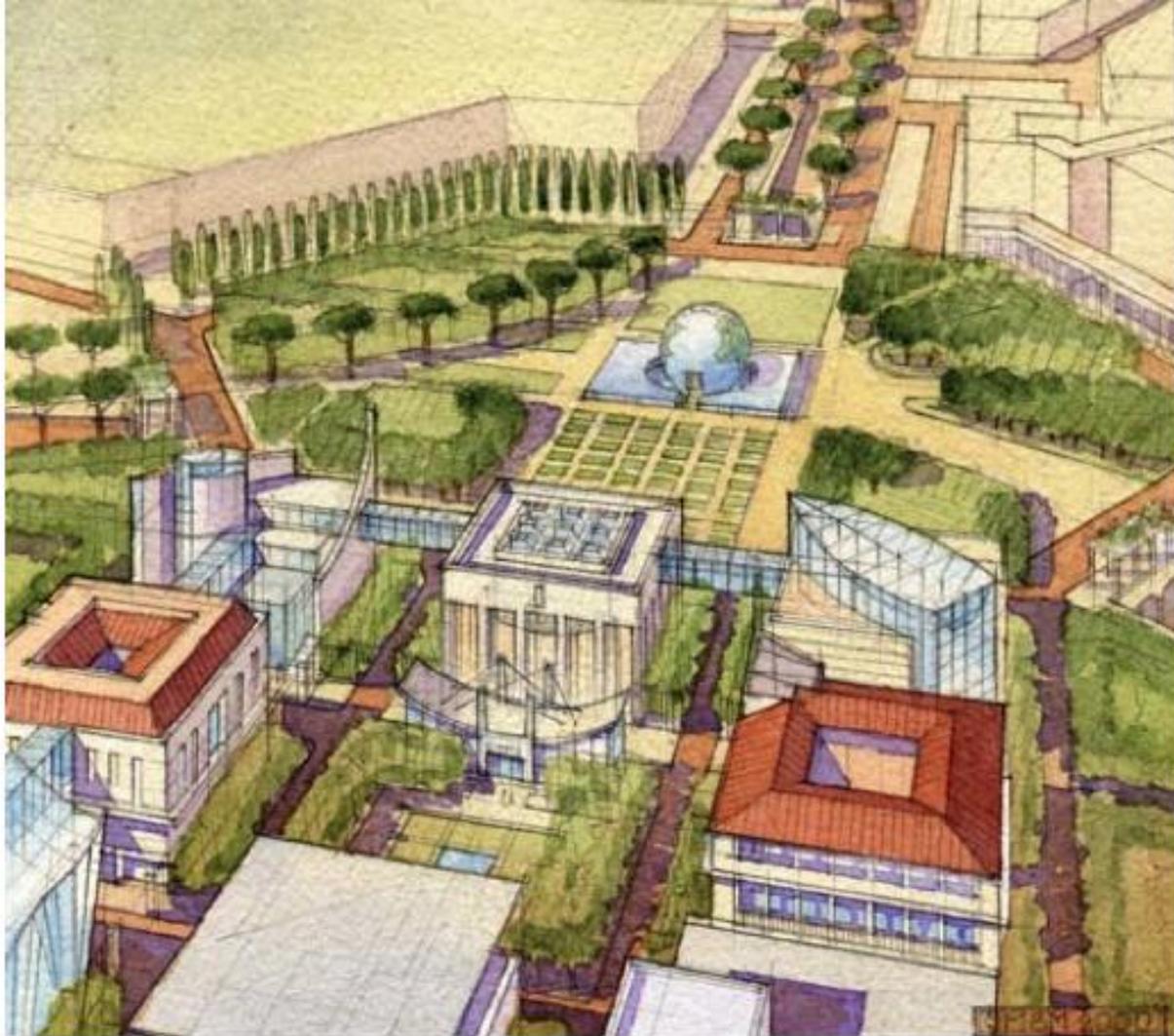






- Maximum Building Envelope @ 20,000 square meters Volume each
- Maximum Building Envelope @ 10,000 square meters Volume total
- Minimum Interior Building Envelope
- Maximum Exterior Attachment Zone
- Enclosed Bridge at 4M, 8M, 12M and 16M
- Enclosed Bridge at 16M
- 8M Tall Arcade Under Building
- 4M Tall Arcade Under Building
- 4M Tall Arcade Next to Building
- Ground Level Retail Frontage Required
- Ground Level Retail or Restaurant Frontage Required
- Hotel Entrance
- Office Entrance
- Service Entrance





**EDIFICI INDIVIDUALI SONO STATI ASSEGNATI
AI SEGUENTE ARCHITETTI:**

**INDIVIDUAL BUILDINGS HAVE BEEN ASSIGNED
TO THE FOLLOWING ARCHITECTS:**



ALESSANDRO
ANSELMI



DUANY
PLATER-ZYBERK



REM
KOOLOHAAS



RAFAEL
MONEO



MANFREDI
NICOLETTI



FRANCESCO
VENEZIA



RAFAEL
VIÑOLY



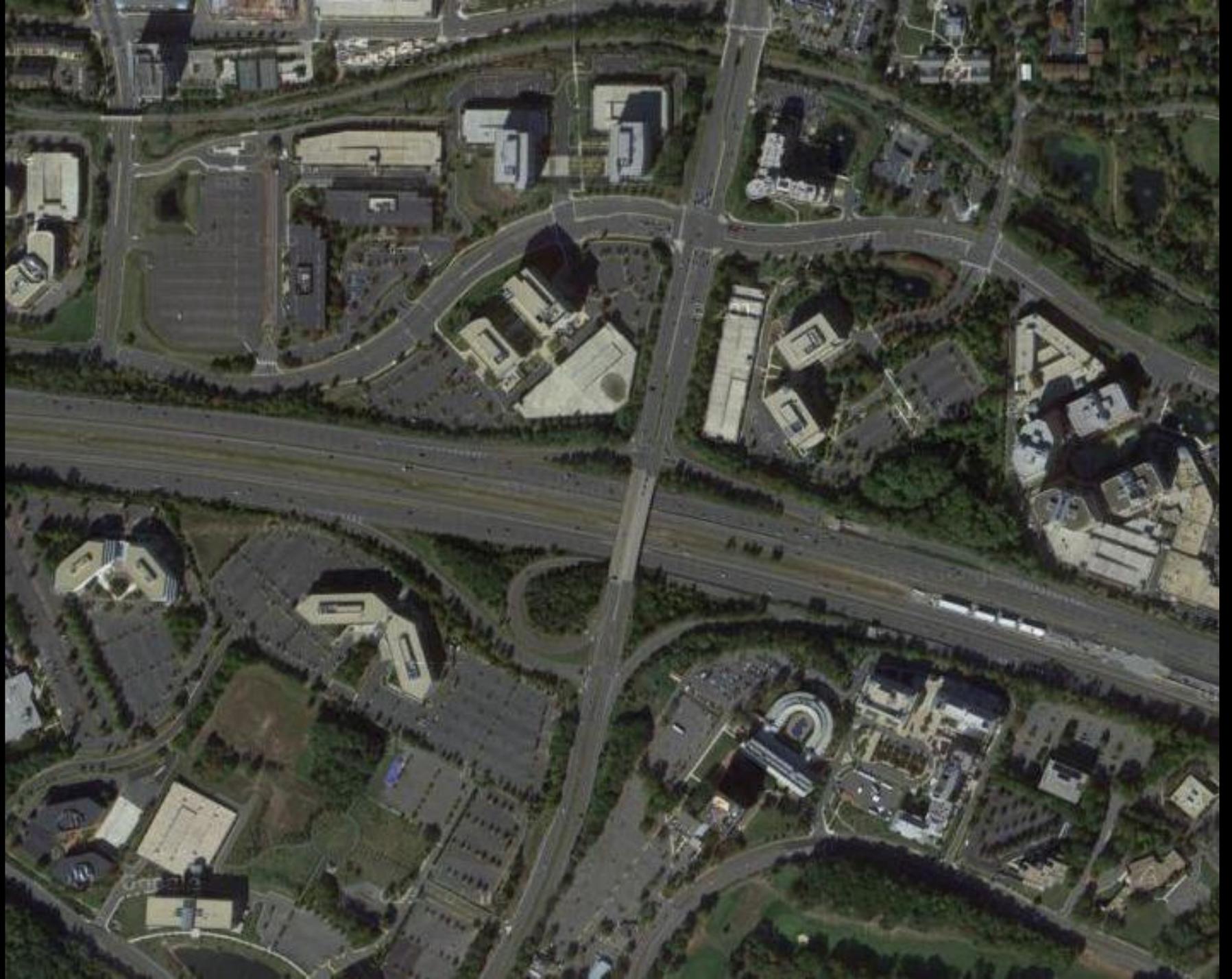
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HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK
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New Dominion Parkway

Bluemoor Way

Sunset Hills Road

RESTON PARKWAY M

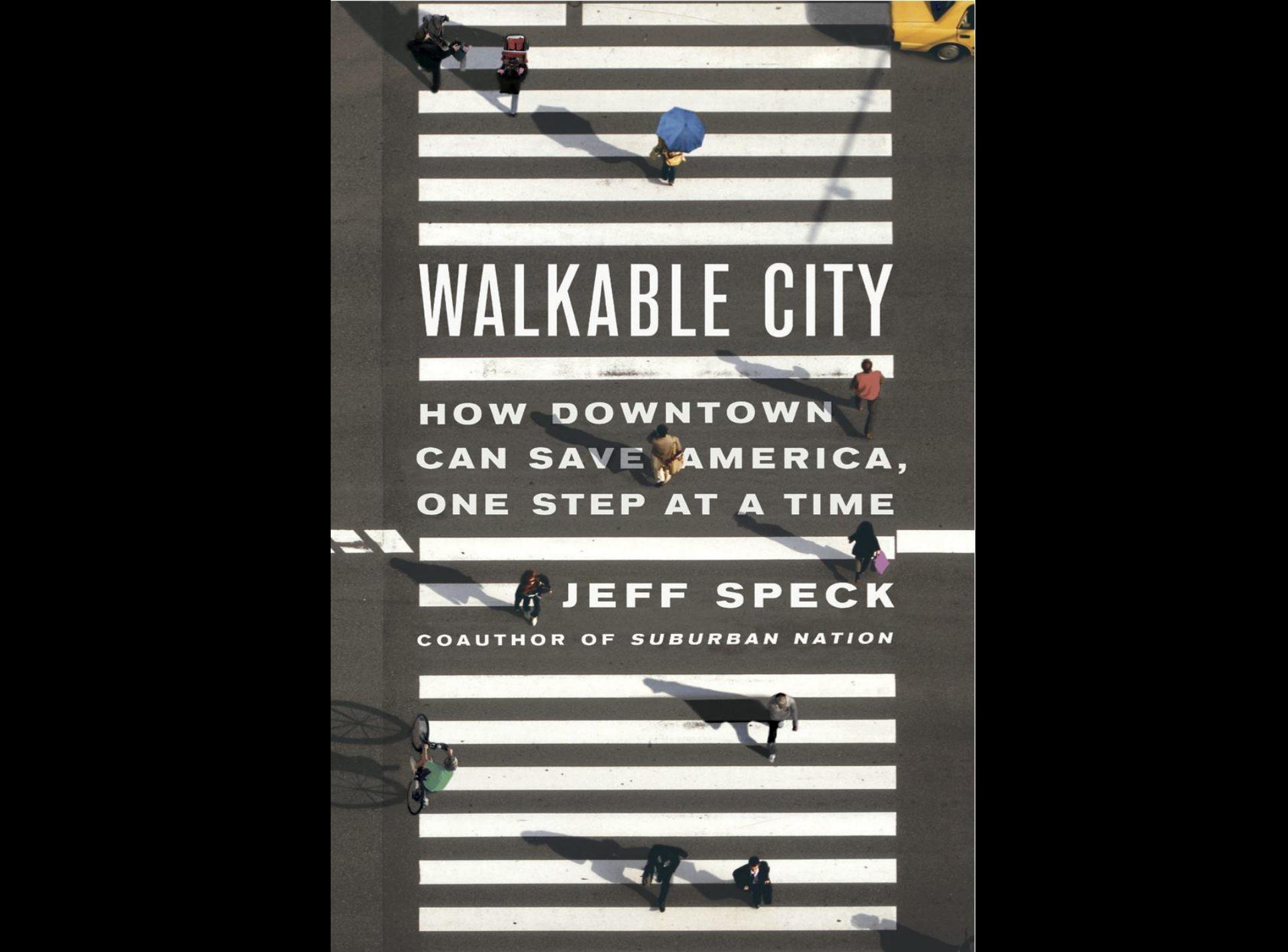
Sunrise Valley Drive

Reston Parkway

M WIEHLE AVENUE

Wiehle Avenue

Soapstone D

An aerial photograph of a city street featuring a prominent white-striped crosswalk. Several pedestrians are captured in motion across the crosswalk, including a person with a blue umbrella, a person on a bicycle, and a person pushing a stroller. The scene is brightly lit, casting long shadows. The text of the book cover is overlaid on the crosswalk stripes.

WALKABLE CITY

HOW DOWNTOWN
CAN SAVE AMERICA,
ONE STEP AT A TIME

JEFF SPECK

COAUTHOR OF *SUBURBAN NATION*



10TH ANNIVERSARY EDITION *With a new preface by the authors*

SUBURBAN NATION

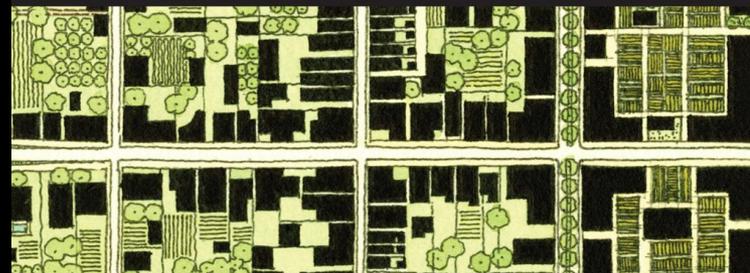
The Rise of Sprawl and the Decline of the American Dream

“Dissects the physical design of the suburbs brilliantly . . . [The authors] set forth more clearly than anyone has done in our time the elements of good town planning.” —Paul Goldberger, *The New Yorker*

Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck



The Smart Growth Manual



From the authors of *Suburban Nation*

Andres Duany
and Jeff Speck
with Mike Lydon



Rethinking the Bi-County Parkway

New report challenges VDOT assumptions on Outer Beltway



Rethinking the Bi-County Parkway

New report challenges VDOT assumptions on Outer Beltway



Take a Stand!

Tell DC's Mayor Gray to stand by a progressive zoning update



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LATEST HAPPENINGS

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(Email Alert)
- Jul 19, 2013 Alexandria: Thank Mayor Euille for his pro-transit projects
(Take Action)
- Jul 19, 2013 Want more transit?
(Email Alert)
- Jul 19, 2013 Fairfax: Tell Chairman Bulova to say "Yes!" to more



Intern with us!
Now accepting fall applications

An aerial photograph of a city street featuring a prominent white-striped crosswalk. Several pedestrians are captured in motion, some carrying umbrellas, suggesting a rainy or overcast day. The scene is brightly lit, casting distinct shadows. The text of the book cover is overlaid on this image.

WALKABLE CITY

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ONE STEP AT A TIME

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