DESIGN, PARKING,
AND THE ELUSIVE
CAR-OPTIONAL NEIGHBORHOOD

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DK&P

CLEMATIS STREET

1960s

CLEMATIS STREET

Today

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1

WE DRIVE TOO MUCH...


One occupant
One occupant
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One occupant

STOREFRONTS

PARKS & OPEN SPACES

TRANSIT

DESIGN MATTERS:

STREETS

ARCHITECTURE

PARKING

HOUSING VARIETY

WORKPLACE VARIETY

THE PUBLIC REALM

THE PUBLIC REALM

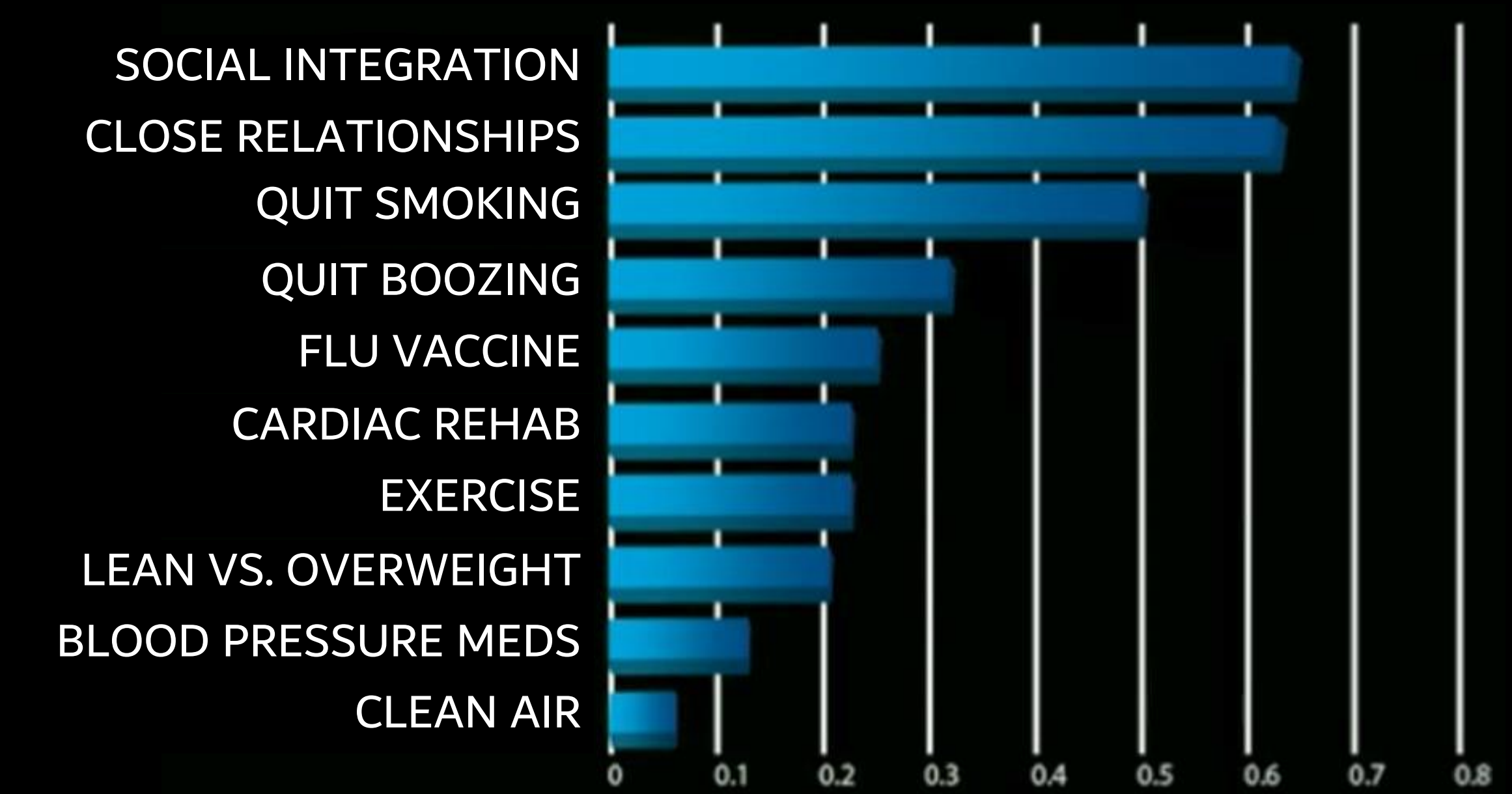
"Auto Sewer"

THE PUBLIC REALM

THE PUBLIC REALM

THE PUBLIC REALM

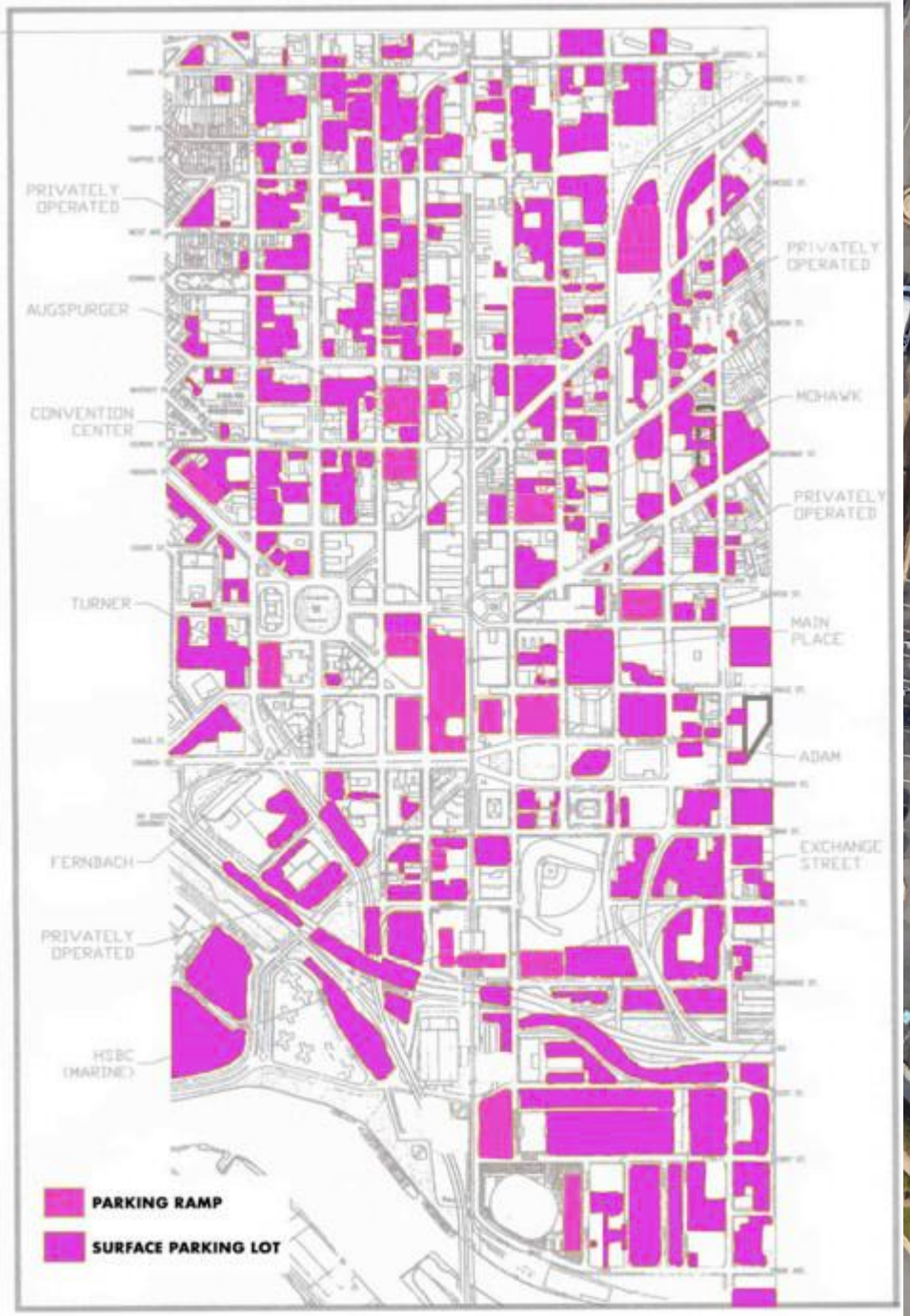
STAYING ALIVE: THE TOP FACTORS



Susan Pinker, Developmental Psychologist

“PROTECT THE PUBLIC HEALTH, SAFETY & WELFARE”

EVERYTHING IS CONNECTED



DOWNTOWN BUFFALO PARKING 2019

IMAGINE LIFE AFTER THE PARKING BUBBLE BURSTS

Downtown Atlanta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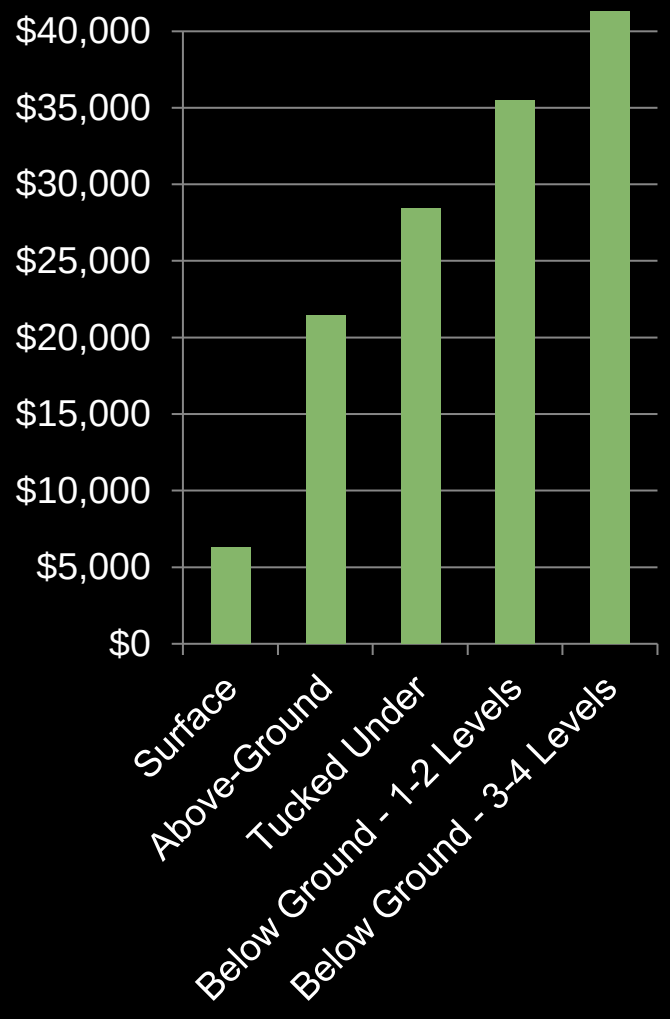
ECON 101: THE HIGH COST OF [ALL THAT] PARKING



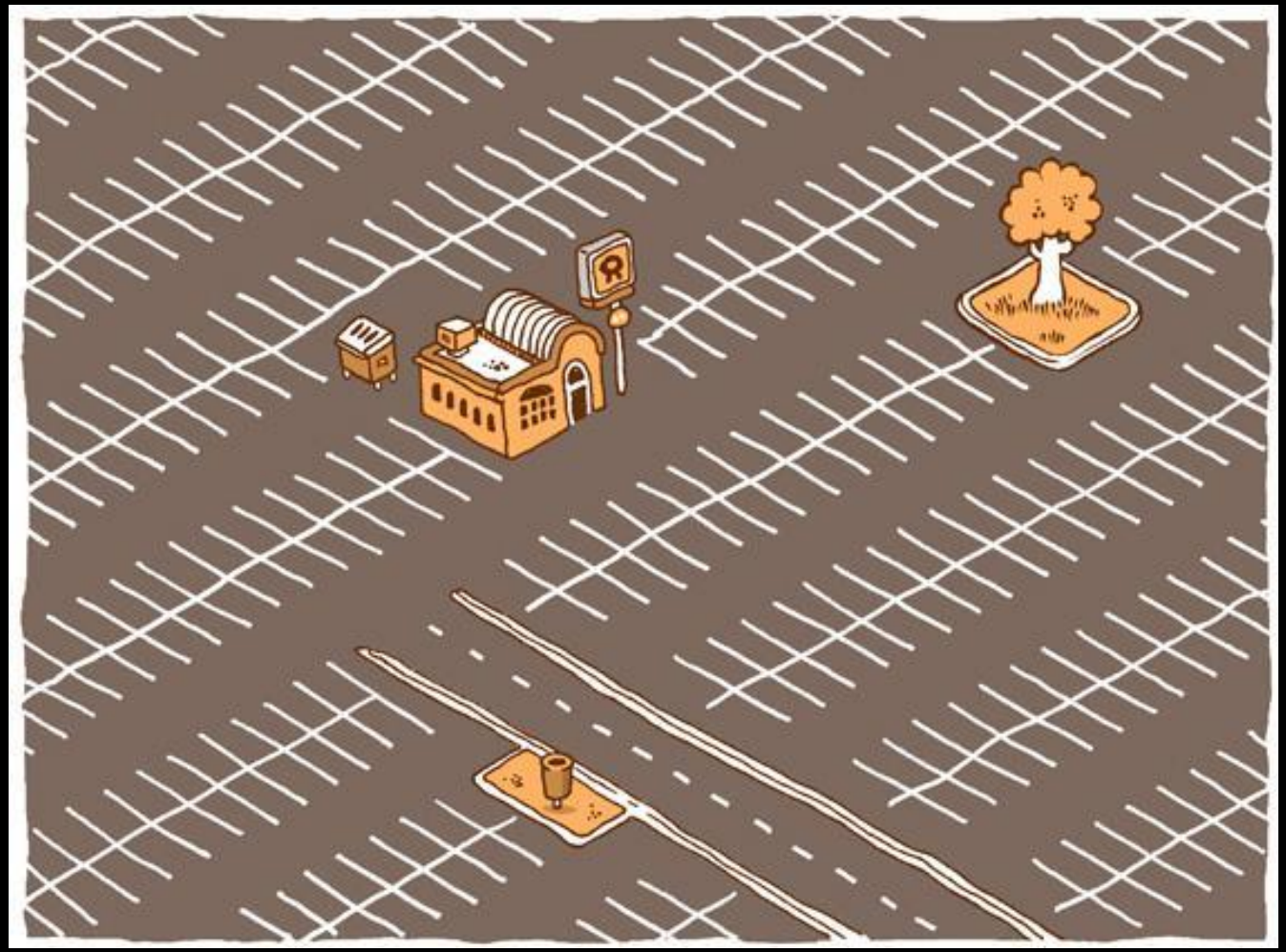
Surface Lot

$5,000 - 7,000 / space

Parking Structure

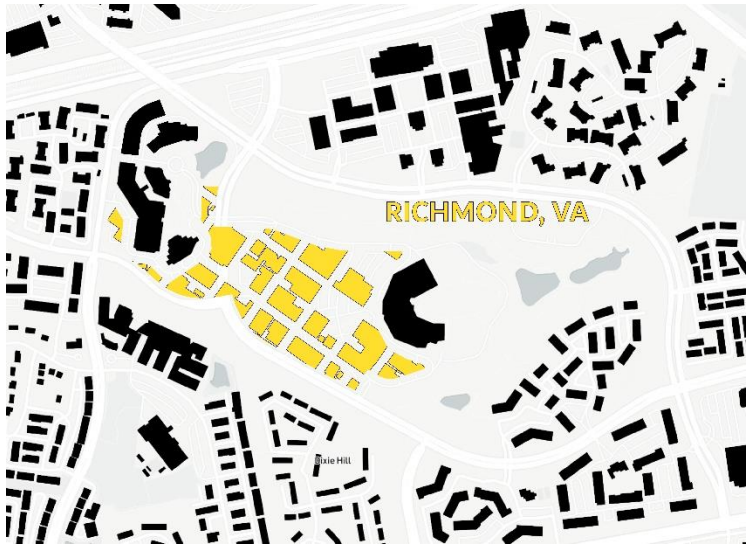
$21,500 / space or more*

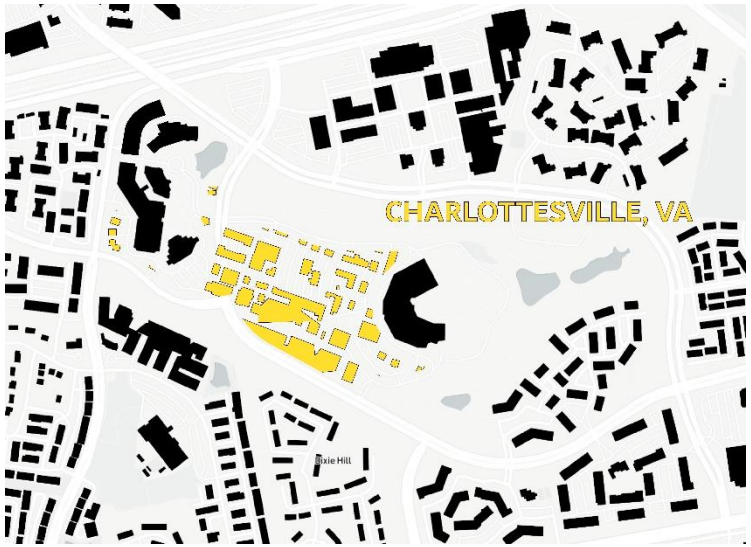
* Source: Gary Cudney, WGI, 2020

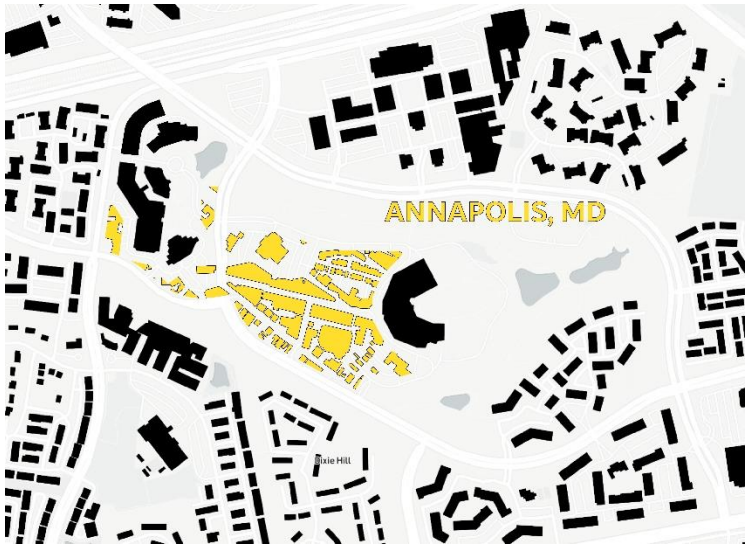


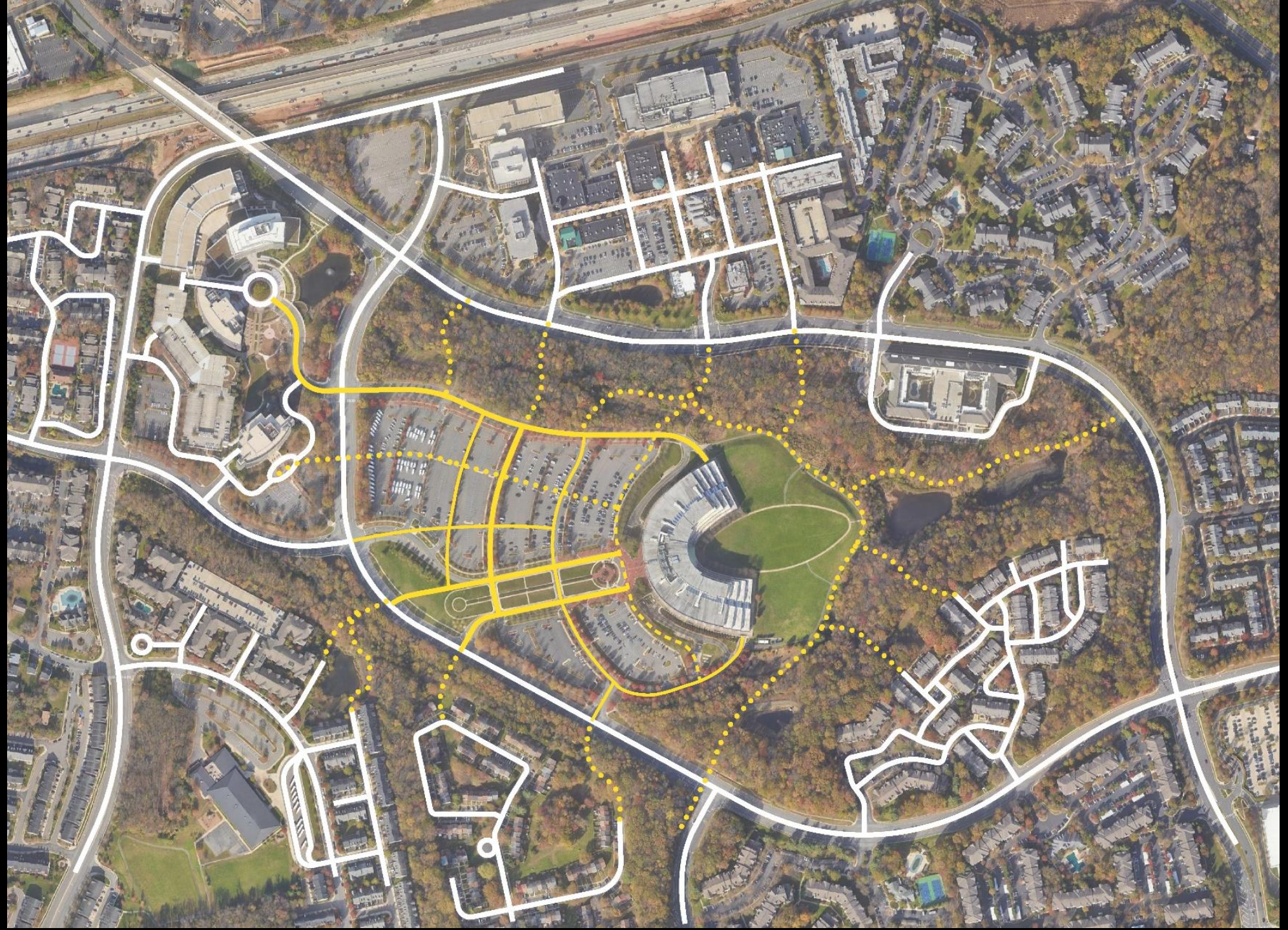
Cartoon by Eran Ben-Joseph

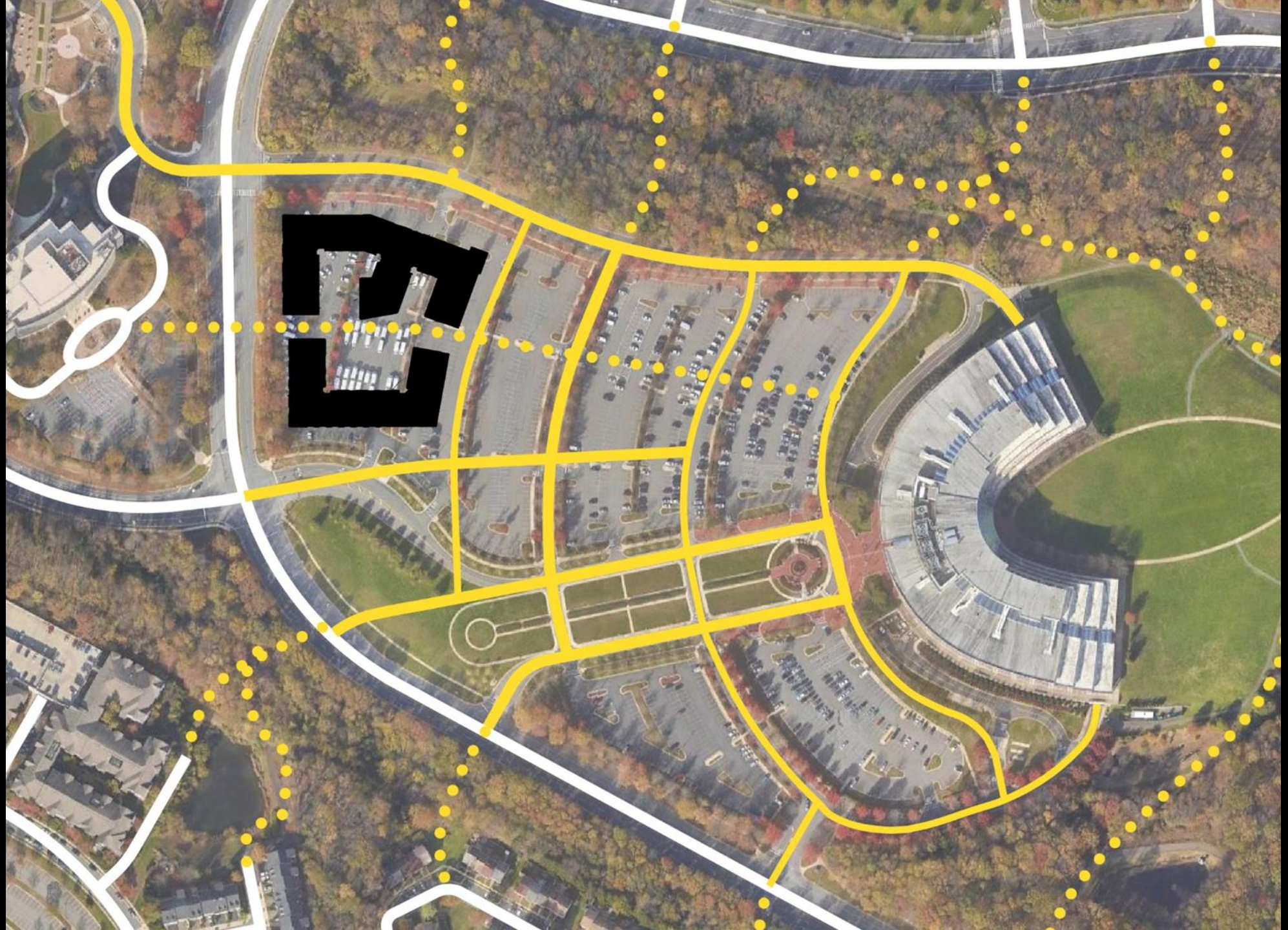
GOVERNMENT CENTER











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PARKING ISN'T THE ONLY THING BEING QUESTIONED.

BUT IT'S CRUCIAL.

Is traffic metric Level of Service stuck in the Stone Ages?

By Ethan Goffman - November 19, 2018

For over 50 years, Level of Service (LOS), the predominant method of measuring traffic generated by new developments, has done more harm than good.

To mitigate traffic, LOS has often required developers to widen streets and augment intersections to move cars more efficiently – at least in the short term. But in the long term, LOS brings more and more traffic.

"If you just add capacity in hopes of maintaining LOS, you end up in [. . .] a vicious cycle where you induce more demand, you squeeze out other modes, and you end up with more cars and

California Has Officially Ditched Car-Centric "Level of Service"

In short, instead of measuring whether or not a project makes it less convenient to drive, it will now measure whether or not a project contributes to other state goals, like reducing greenhouse gas emissions, developing multimodal transportation, preserving open spaces, and promoting [illegible] land uses and infill development.

California officially dumped the outdated "level of service" metric — your state should too

Though there are no formal or federal requirements to do so, most DOTs, metropolitan planning organizations and traffic engineers rely on a metric known as **level of service (LOS)**. According to Jason Henderson, professor of geography at San Francisco State University, "Every city I've ever come across has some use of [LOS]." Because of the largely misunderstood measurement has profound influence on the design of

Levels of Service and Travel Projections: The Wrong Tools for Planning Our Streets

Let's not be fooled by the appearance of science behind Levels of Service and Traffic Modeling. LOS standards are easy to understand -- and that's exactly what makes them so dangerous.

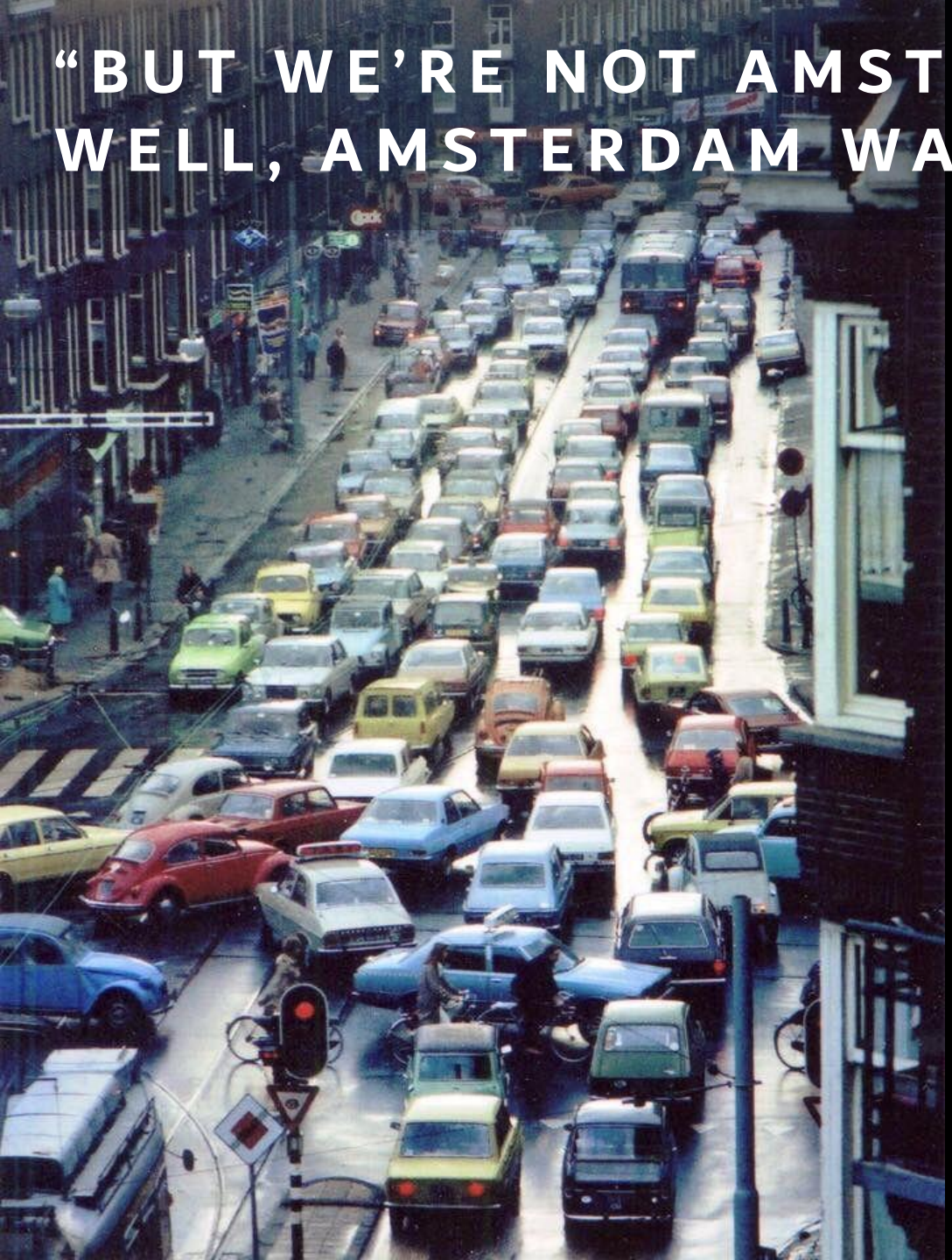

THE WRONG QUESTION
HOW CAN WE KEEP MORE & MORE CAR TRAFFIC MOVING AT ALL COSTS?

THE RIGHT QUESTIONS

HOW CAN WE REDUCE THE VEHICLE-MILES-TRAVELED PER PERSON?

“BUT WE’RE NOT AMSTERDAM.”

“BUT WE’RE NOT AMSTERDAM.”
WELL, AMSTERDAM WASN’T ALWAYS AMSTERDAM.



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IMAGINE: CAR-OPTIONAL NEIGHBORHOODS


1
Bring things closer together:
Assemble practical mixed-use,
in an in-town location


2
Design slow, safe, highly-walkable, bikable streets.
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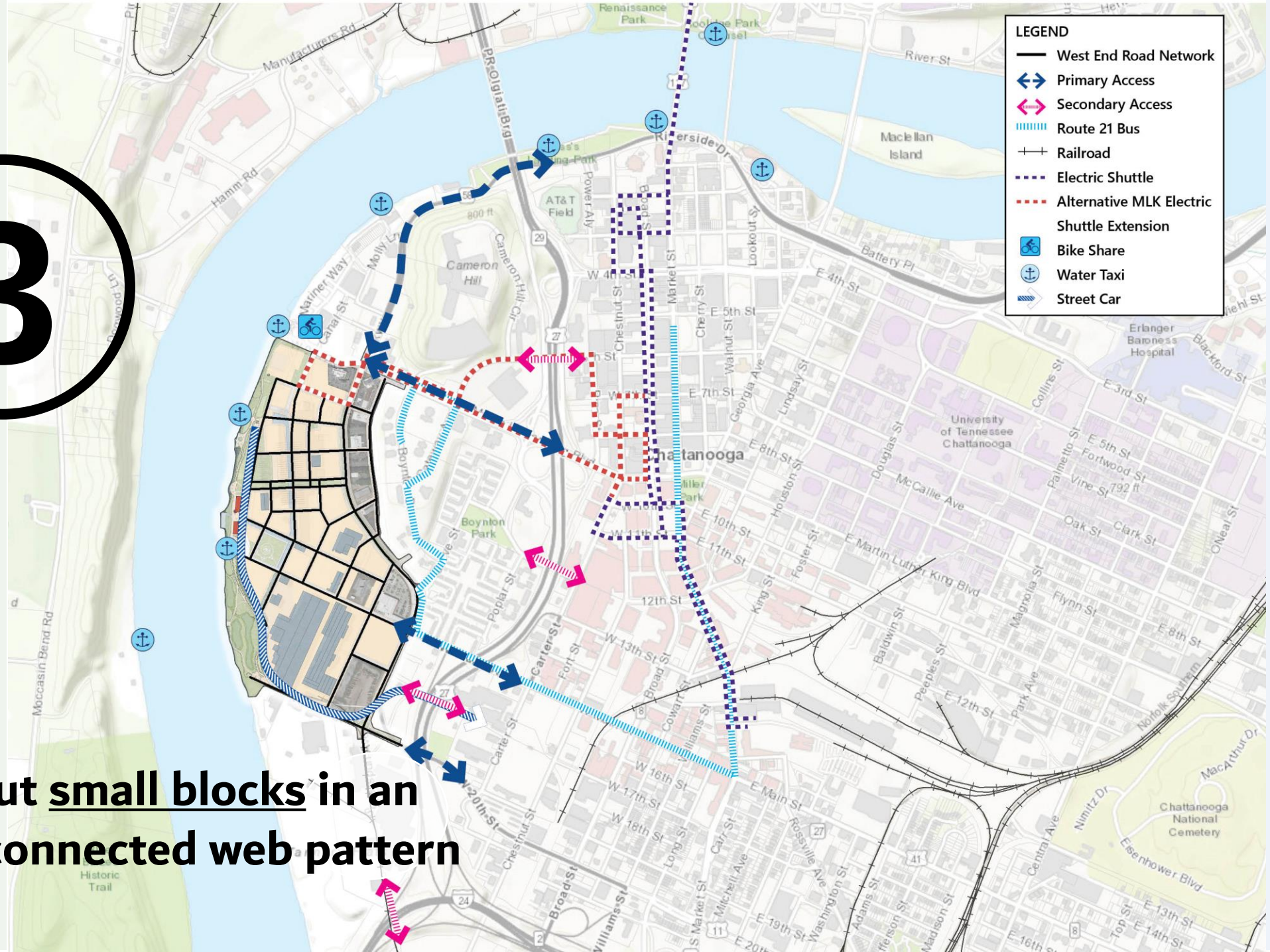
3
Lay out small blocks in an interconnected web pattern

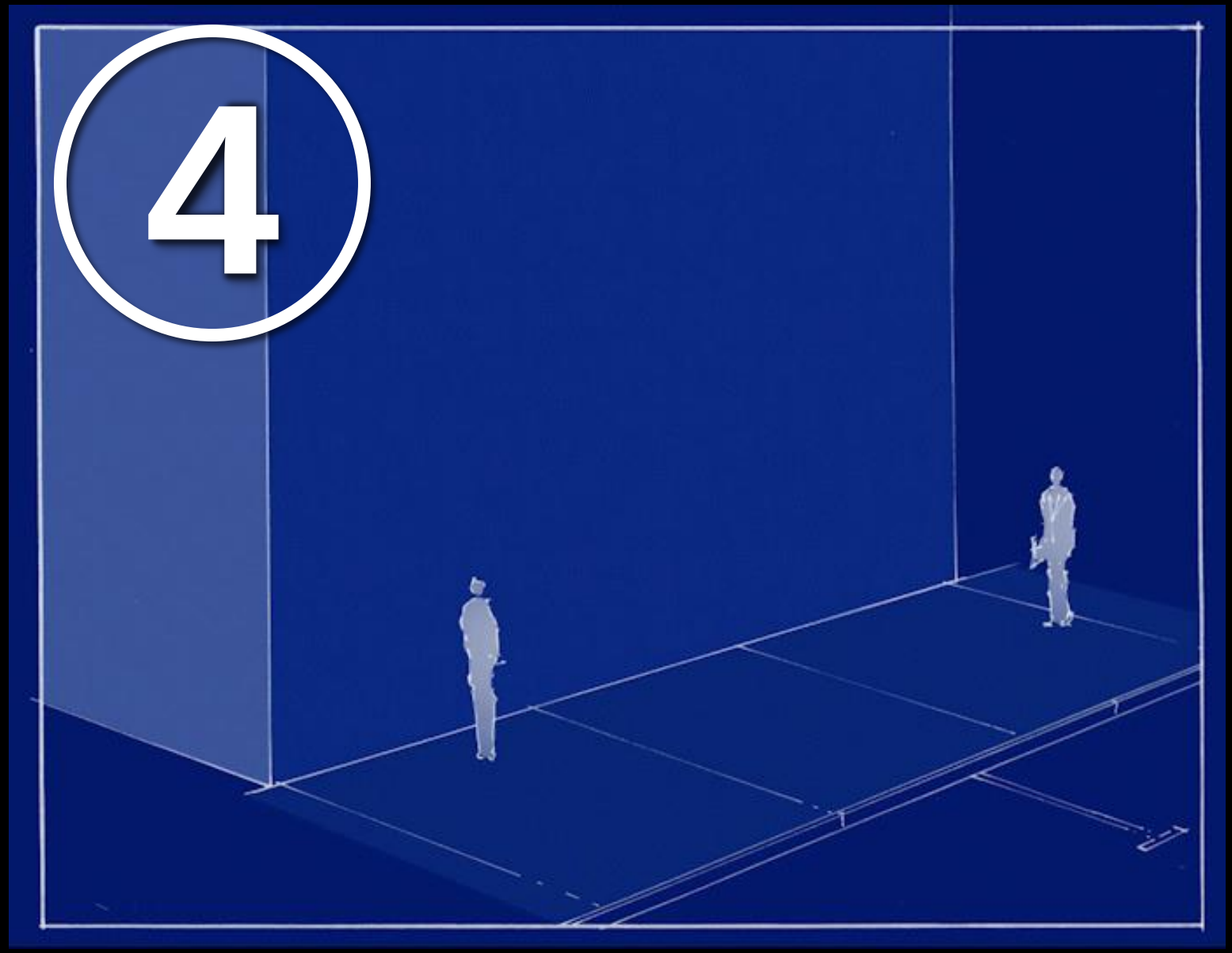
3



Lay out <u>small blocks</u> in an interconnected web pattern


4
Require street-oriented, street-shaping
architecture & green, comfortable public spaces
THE BRONZE PICKLE

STREET-ORIENTED ARCHITECTURE



5

Plant street trees. Then plant more

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6

Connect to surroundings via high-quality bike infrastructure

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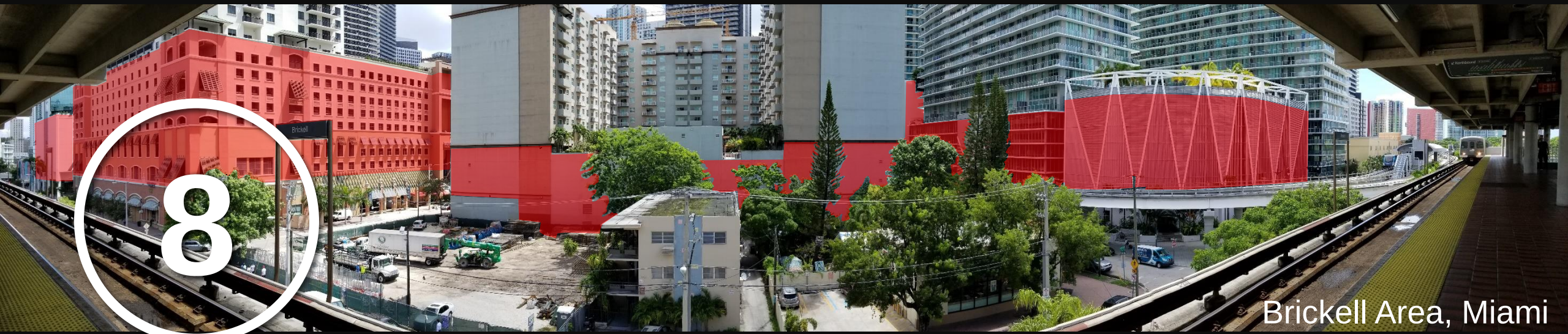
7

Optimize for new mobility: ride-hailing, bikeshare, scooters, car-share, EVs, ACVs, delivery bots, UEVs, and whatever's next



<u>Right-size parking</u>: Have just enough, not too much. Repeal minimums!


9
Plan for showers (& covered bike parking) at many workplaces

Develop around a transit-connected mobility hub, linking region and neighborhood

10

GROWING A CAR-OPTIONAL NEIGHBORHOOD

1. Bring things closer together: Achieve **livable density** and practical mixed-use, in an in-town location.
2. Design slow, safe, highly-walkable, bikable **streets**.
3. Lay out **small blocks** in an interconnected web pattern.
4. Require street-oriented, **street-shaping architecture** & green, comfortable **public spaces**.
5. Plant **street trees**. Then plant more.
6. Connect to surroundings via high-quality **bike infrastructure**.
7. Optimize for **new mobility**: ride-hailing, bikeshare, scooters, car-share, EVs, ACVs, delivery bots, UEVs, and whatever's next.
8. **Right-size parking**: Have just enough, not too much. Abolish minimum parking demands.
9. Plan for showers (& covered bike parking) at many **workplaces**.
10. Develop around a transit-connected **mobility hub**, linking region and neighborhood.

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DOVER, KOHL & PARTNERS
town planning