

TRANSPORTATION AND CITIES IN THE 21ST CENTURY

Redefining their relationship



October 24, 2019

THE RESTORATION OF TRANSPORTATION'S ROLE IN COMMUNITY BUILDING

PRE-AUTOMOBILE ERA

Transportation was about supporting community; moving people and goods were just part of that mission.



“ENGINEERS” WORKED SIDE BY SIDE WITH EVERYONE IN COMMUNITY BUILDING

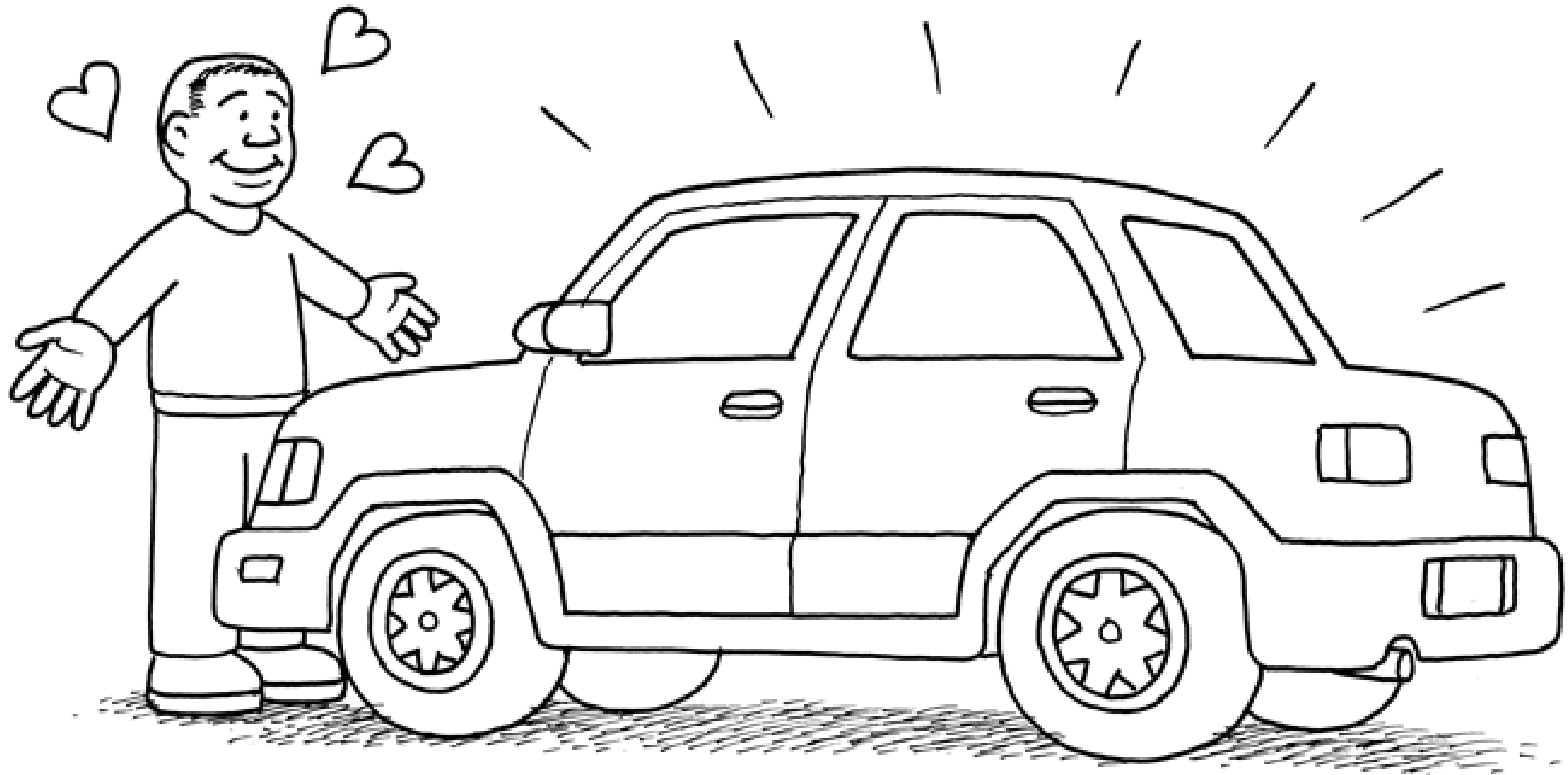
M-91—Milling District and Heart of City, Minneapolis, Minn.

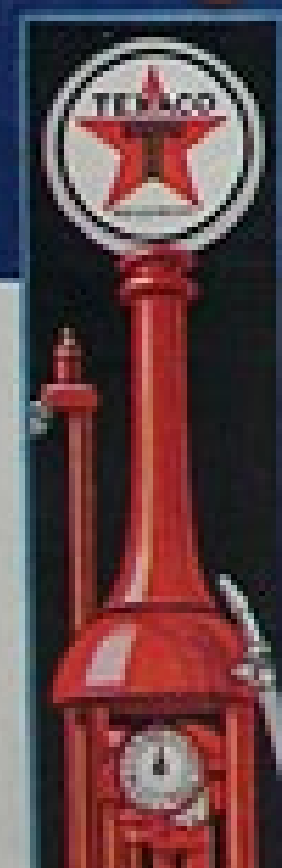
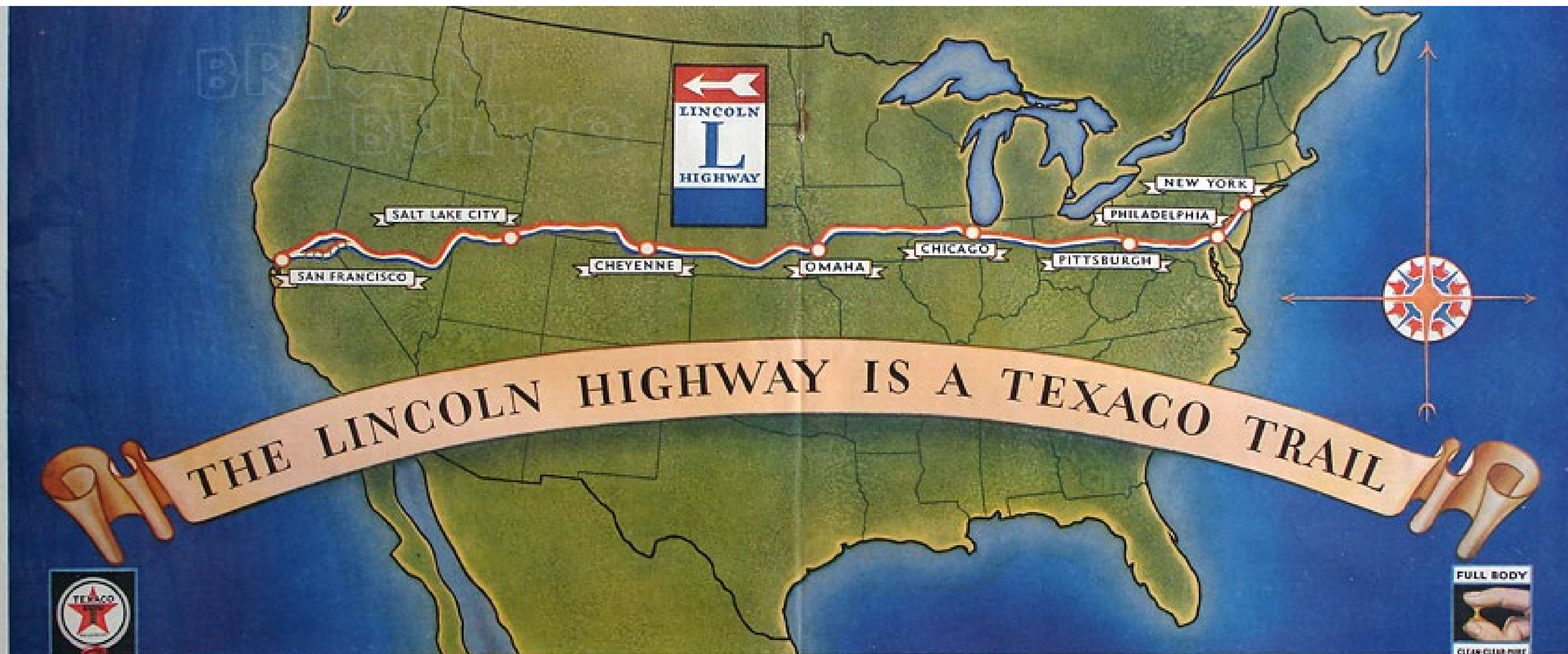


City of Lakes and Parks

2B-H1191

Pieces of community related to each other.





*"Never more than
an hour from
a Texaco Pump"*

The Texaco Red Star with the Green T has joined the red, white and blue Lincoln marker to serve and to guide. Texaco Service is available everywhere along this 3500-mile trans-continental "Main Street." You are never more than an hour from a Texaco Pump. The Lincoln Highway is truly a Texaco Trail!

Only The Texas Company can offer such a

and better Texaco Gasoline and Texaco Golden Motor Oil are sold along all the great national highways—the only gasoline and motor oil obtainable in every one of our 48 States.

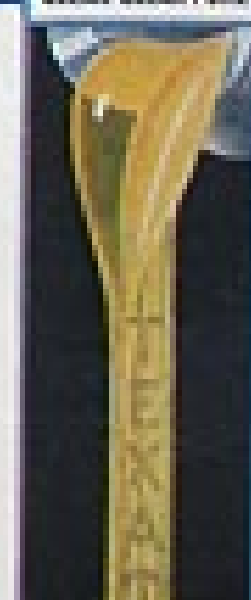
Sincere public appreciation of the finer qualities of Texaco has made possible this nationwide service. It is recognition of the superior performance of the new and better Texaco Gas-

Texaco Golden Motor Oil, clean, clear, pure.

As you see America, in your car, travel with the assurance of the continued fine engine performance that always follows the use of Texaco quality products . . . "TOUR WITH TEXACO." THE TEXAS COMPANY
TEXACO PETROLEUM PRODUCTS

TEXACO

FULL BODY
CLEAN-CLEAR-PURE



FOR SAFETY'S SAKE

— CROSS —

This way — not here — not this way



QUIT JAY WALKING

KIWANIS

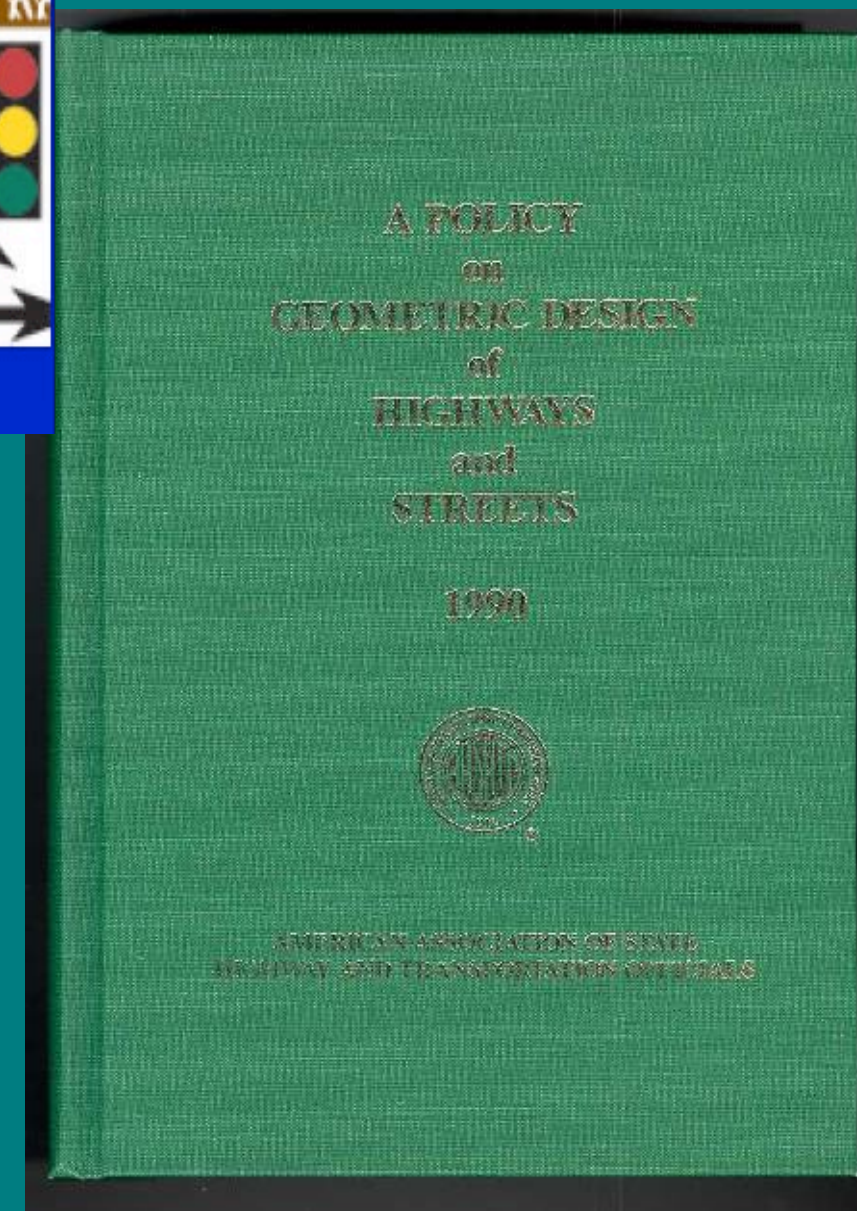
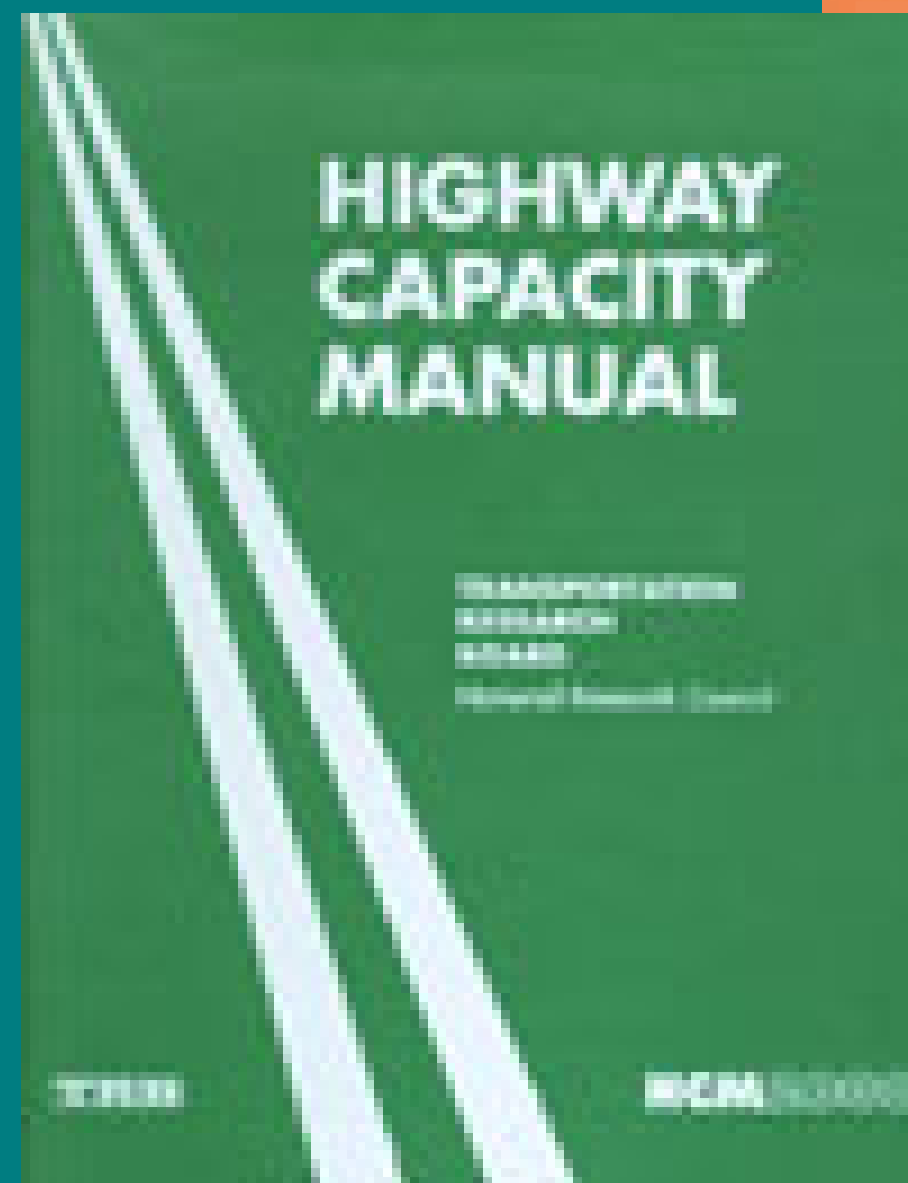
THE PROBLEM ENGINEERS WERE ASKED TO SOLVE CHANGED

And we all stopped viewing *Streets as Places* and that our role now was fostering *high speed travel*

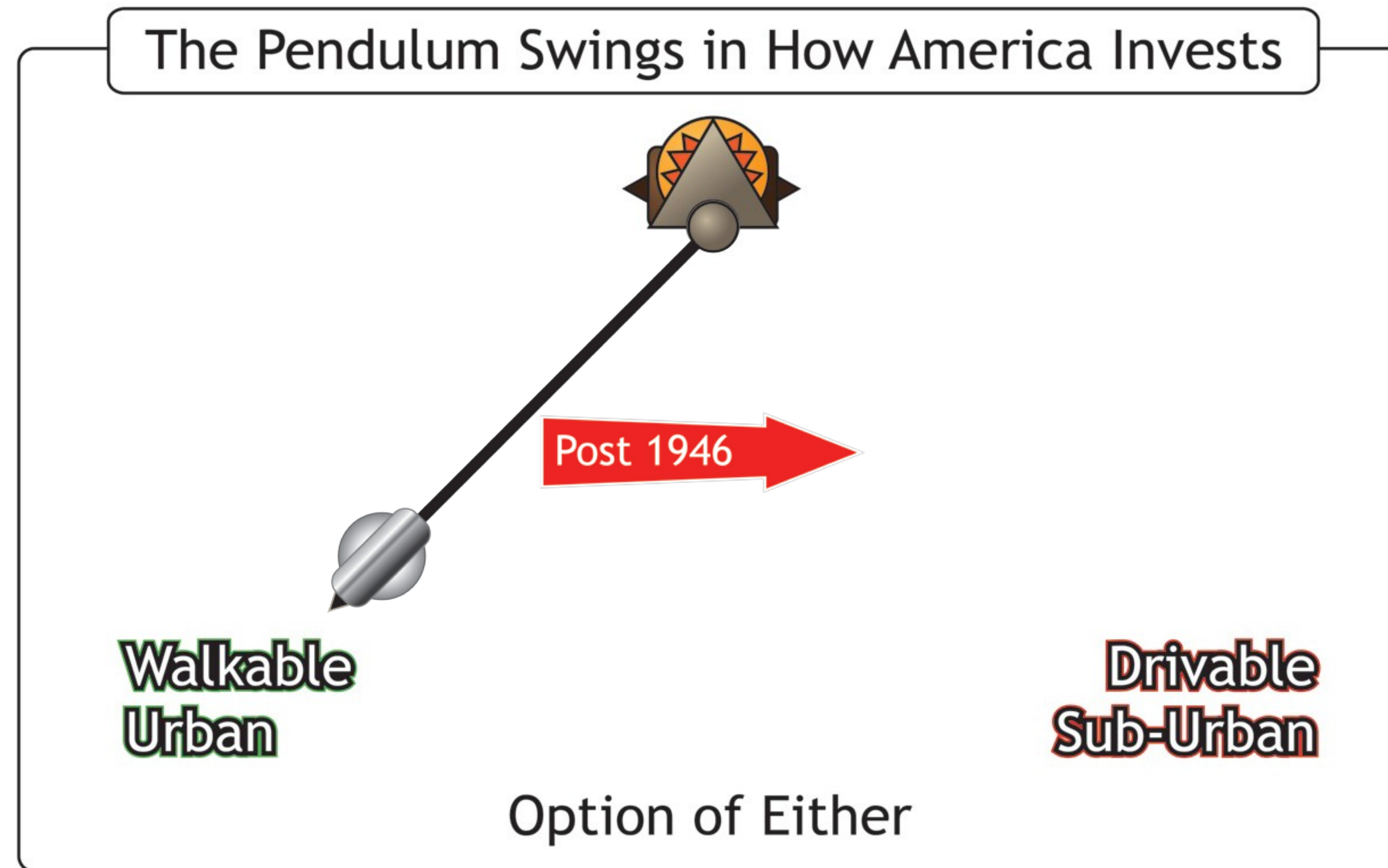


Which we did alarmingly well by specilaizing

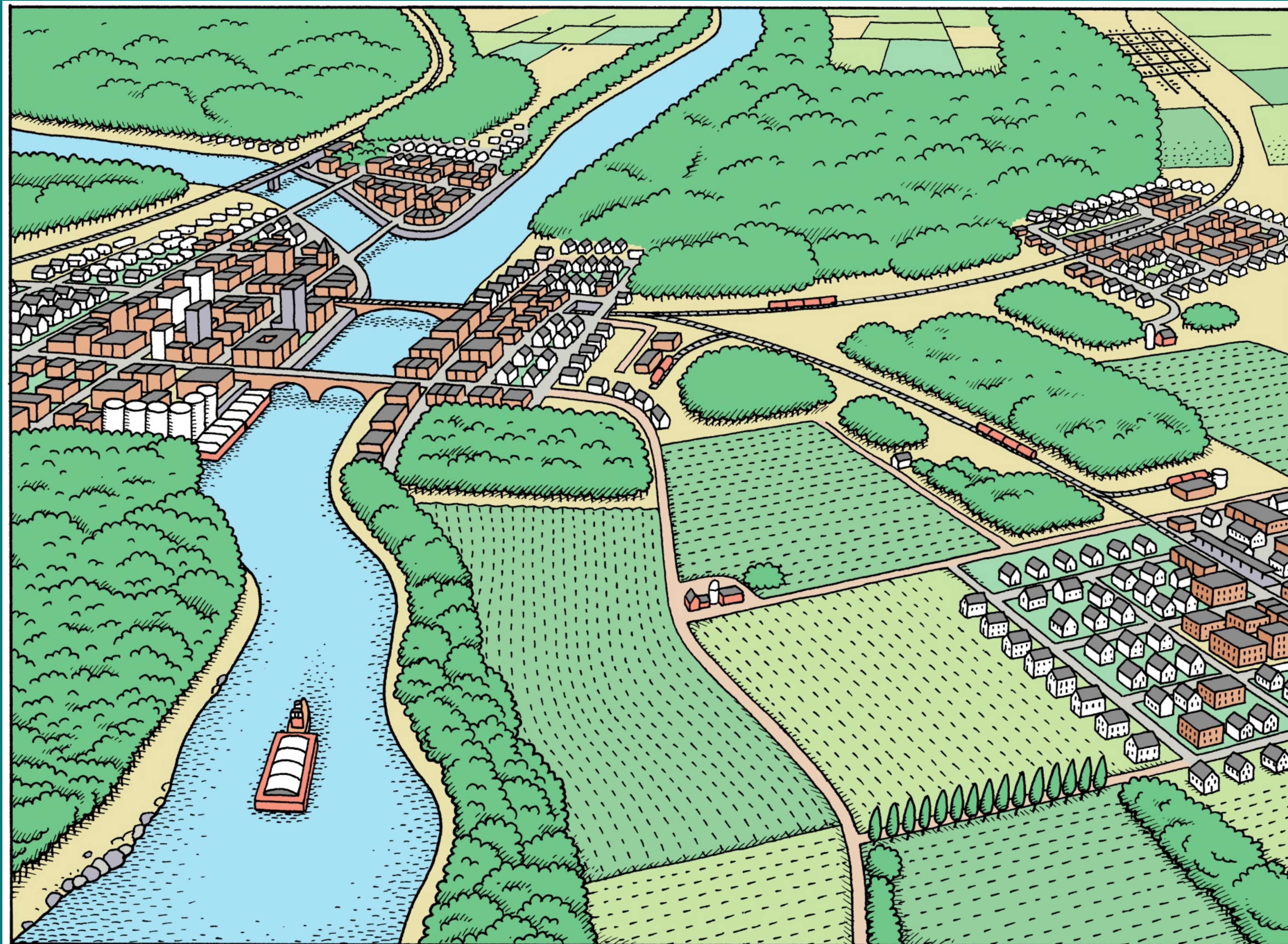
There have been 9 editions of the MUTCD



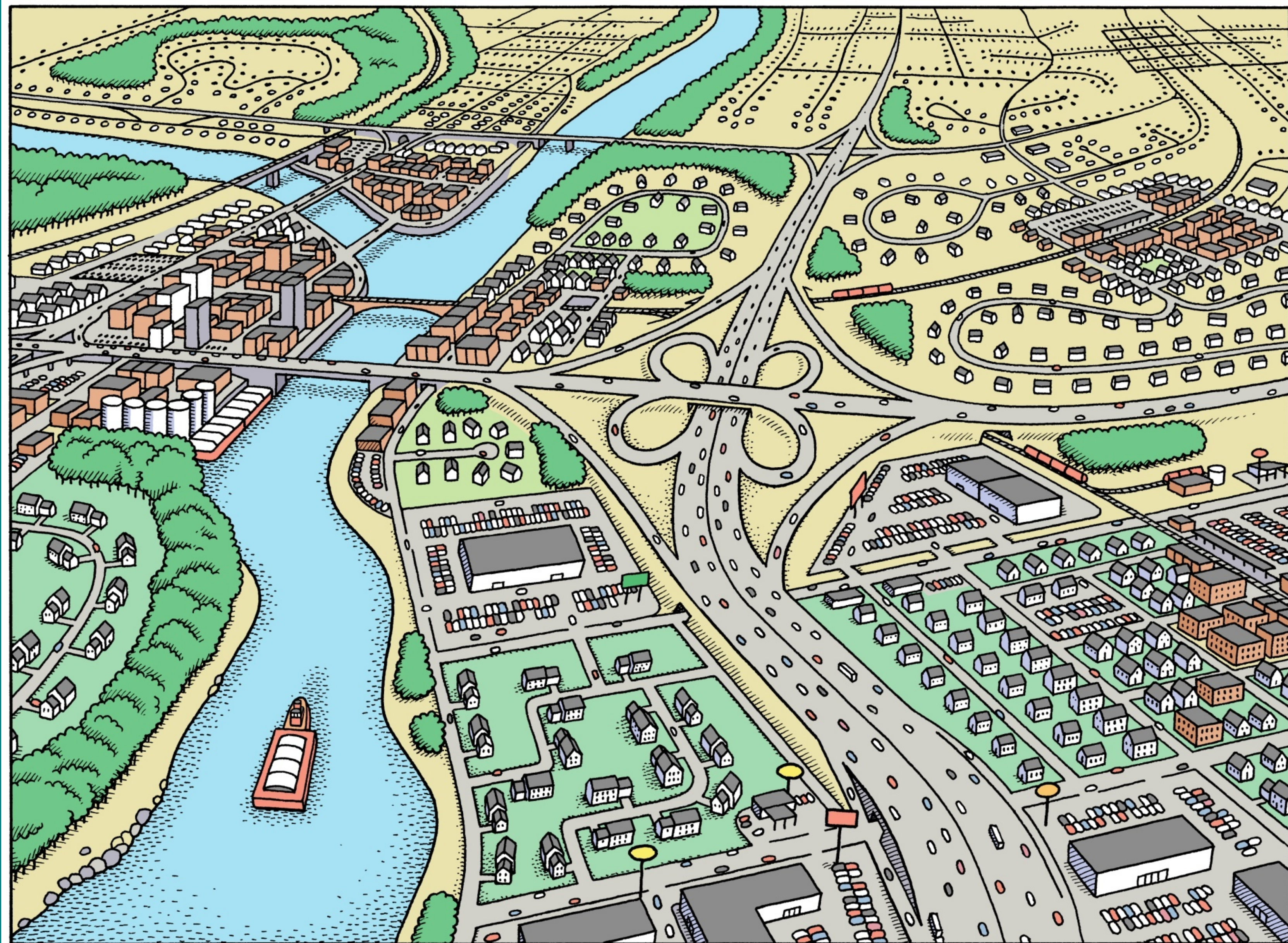
only two general ways to build
the built environment



Our sense of community broke down



Our sense of community broke down



We were trained to accept "collateral damage" to cities



Aetna Viaduct Hartford



I-81 Syracuse



Claiborne Expressway, NOLA

We were trained to accept "collateral damage" to cities

Claiborne
Expressway
NOLA

Slide Courtesy of
John Norquist



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And had blinders onto unintended consequences

Bankrupt Cities? What About Distressed Cities?

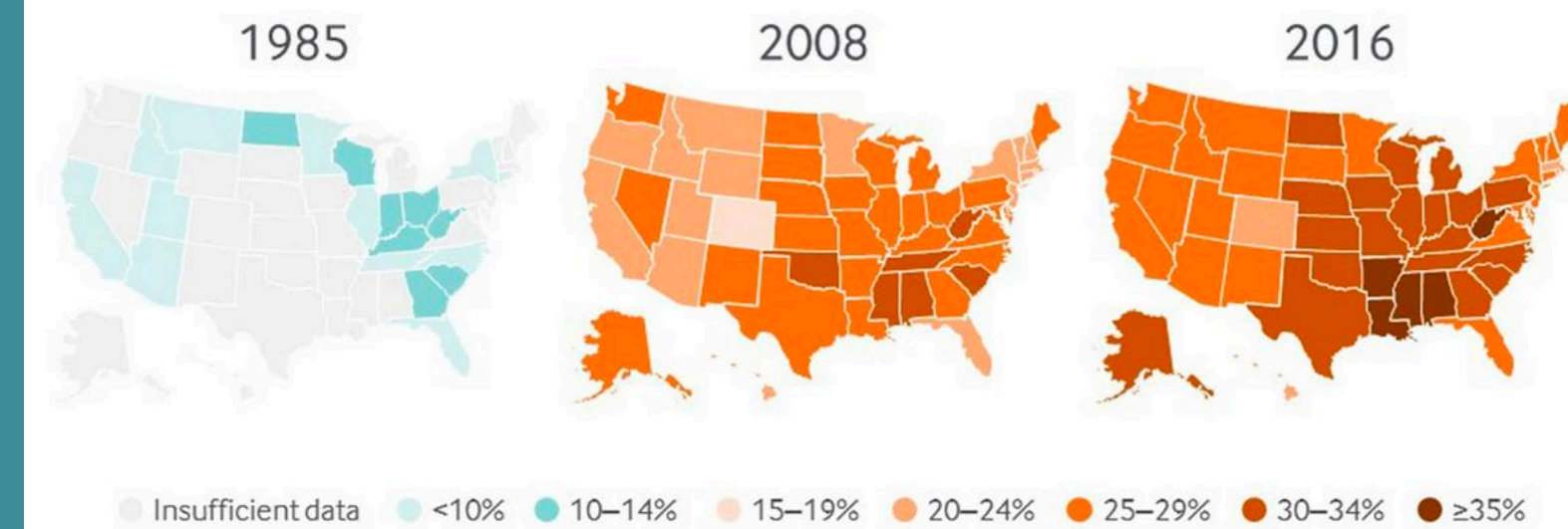
Bankruptcy grabs the headlines, but distressed cities are a more widespread problem – one that few states know how to address.

BY LIZ FARMER | MARCH 2014



Like other cities that have lost their main industries, Scranton has been suffering through an eroding tax base, aging population, and rising costs. (Photos by David Kidd)

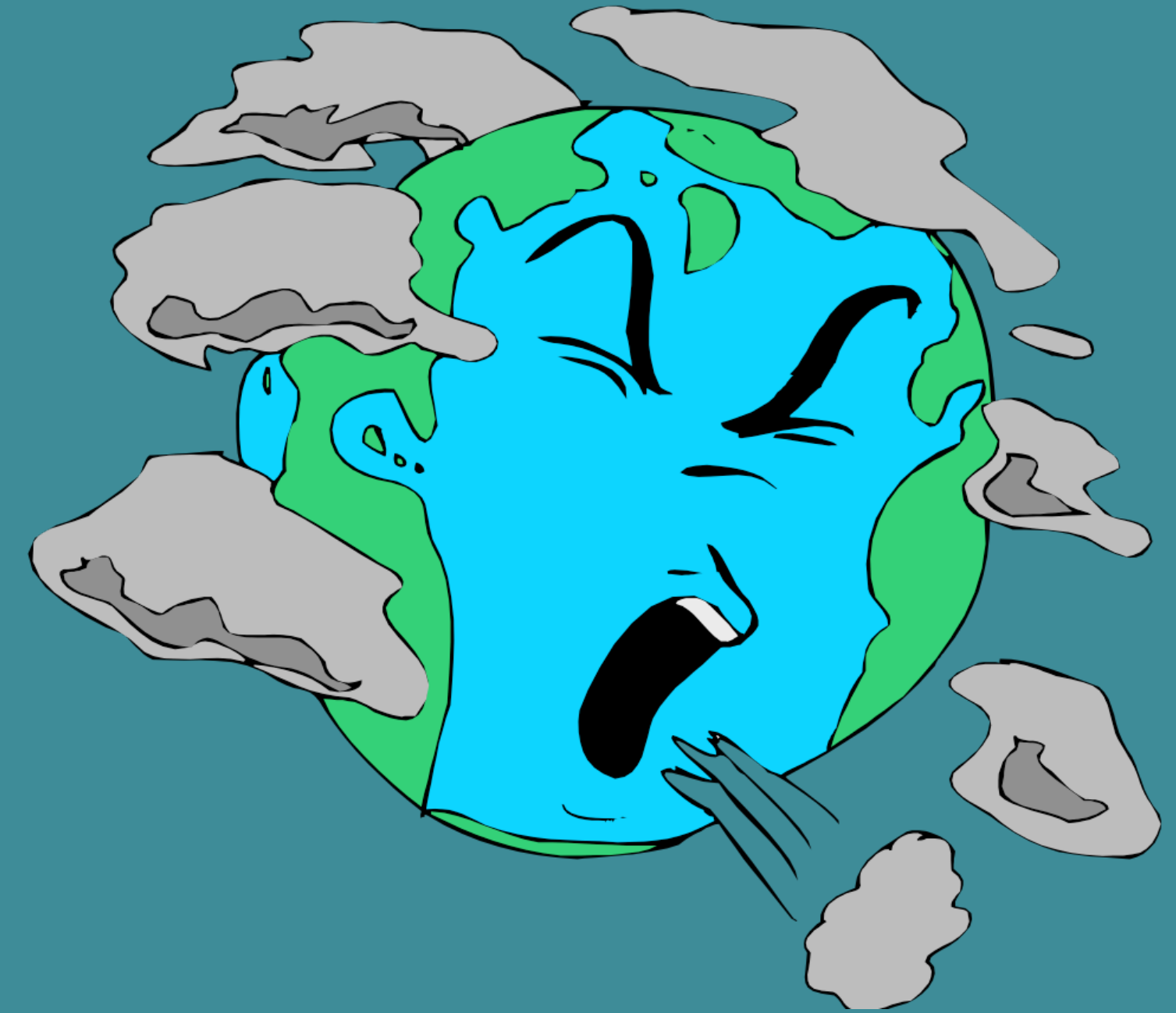
Obesity* Trends Among U.S. Adults



*BMI ≥ 30 , or ~ 30 lbs. overweight for 5' 4" person.

Data: Behavioral Risk Factor Surveillance System (1985, 2008, 2016), CDC.

Source: D. Blumenthal and S. Seervai, "Rising Obesity in the United States Is a Public Health Crisis," *To the Point*, the Commonwealth Fund, Apr. 23, 2018.



So What Do We Do?



Ask the transportation establishment
to do something new

This has been met with too slow and
painful change.

So What Do We Do?



Disband the DOTs and give all of
the money to cities?

We don't think so



It is time to repurpose Transportation Agencies

- **No other single public or private entity comes close to having the resources, experience and skills to help the world solve the mounting problems that threaten our quality of life**

AND

- **In our current political climate, there is little appetite to build and resource huge new bureaucracies.**

It is time to repurpose Transportation Agencies

- **Talent, expertise and the funding already exists within most transportation agencies.**
- **We simply have to re-tool the apparatus that was so successful in creating the high-speed network in the 20th Century.**

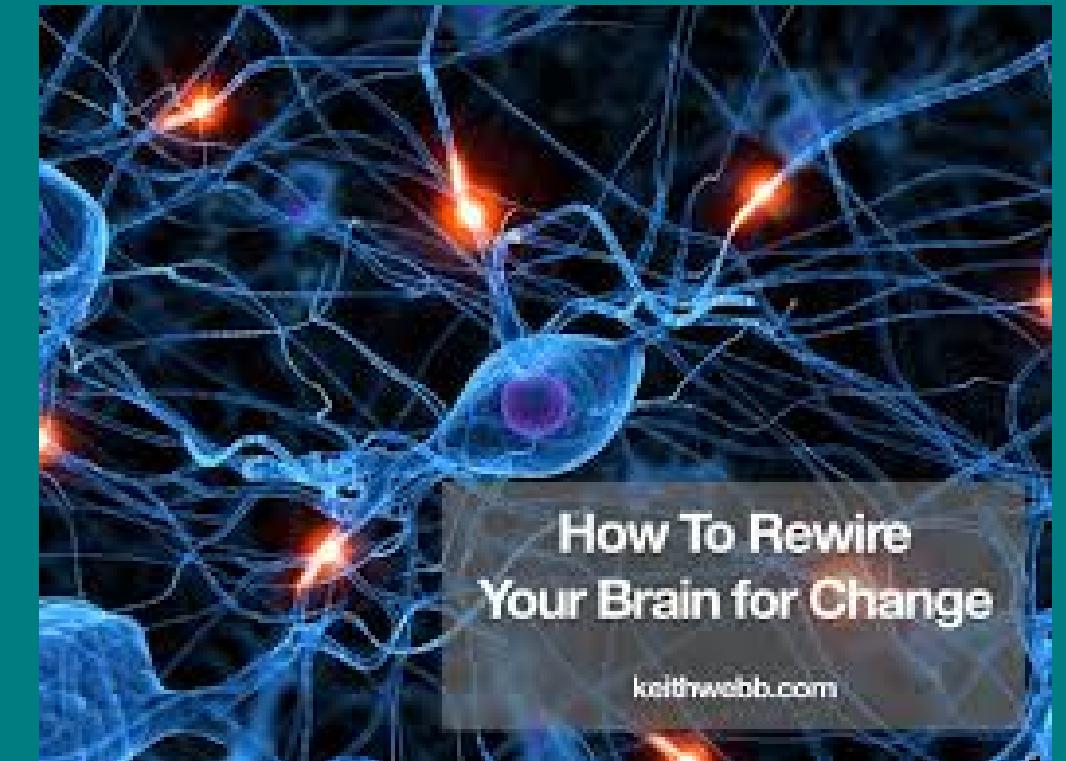
“Focus on building communities through transportation, instead of transportation through communities”

Dan Burden at TRB in 1991

- **Over the years, various state DOTs have piloted initiatives designed to broaden the impact of their programs beyond mobility.**
- **Although they never became mainstream, these successful projects can provide a good model for a renewed commitment moving forward.**
 - **The entire political, funding, planning and capital programming system is wired to disincent Building Communities through Transportation**

“Focus on building communities through transportation, instead of transportation through communities”

Rewiring the System



Force investing based on community performance metrics

- **This can be codified through the creation of statewide and regional performance measures for environmental, energy, housing, land use, and equity, not just transportation.**
- **Some DOTs have already begun to develop these metrics, and we must now align the political will to ensure that internal performance is measured against them.**

“Focus on building communities through transportation, instead of transportation through communities”

Rewire the MPO and Capital Programming System



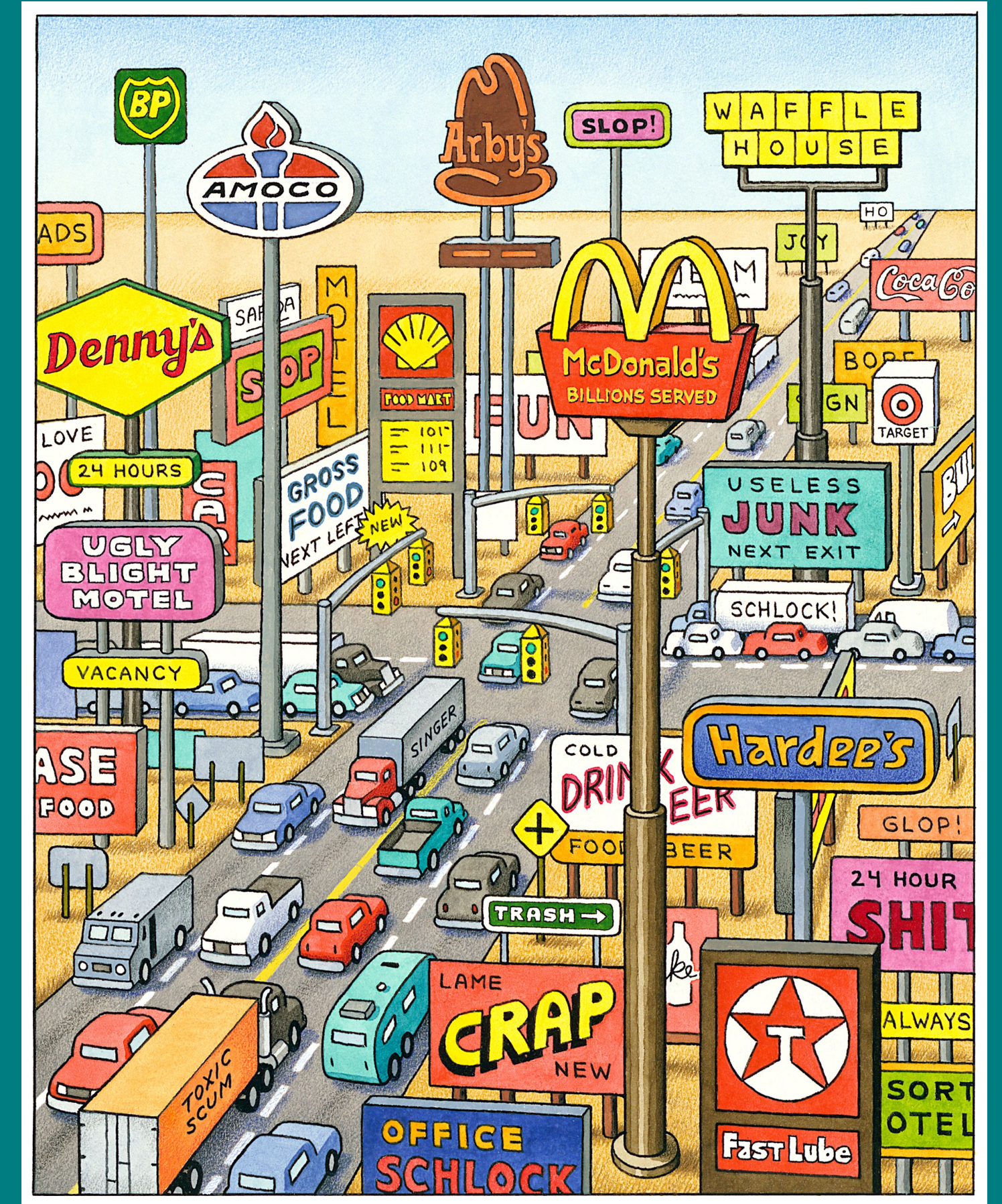
The current politics of transportation planning often leads to sexy and high profile widening or new alignment



Overhaul the planning/programming framework behind current transportation project delivery.

Rewiring the System

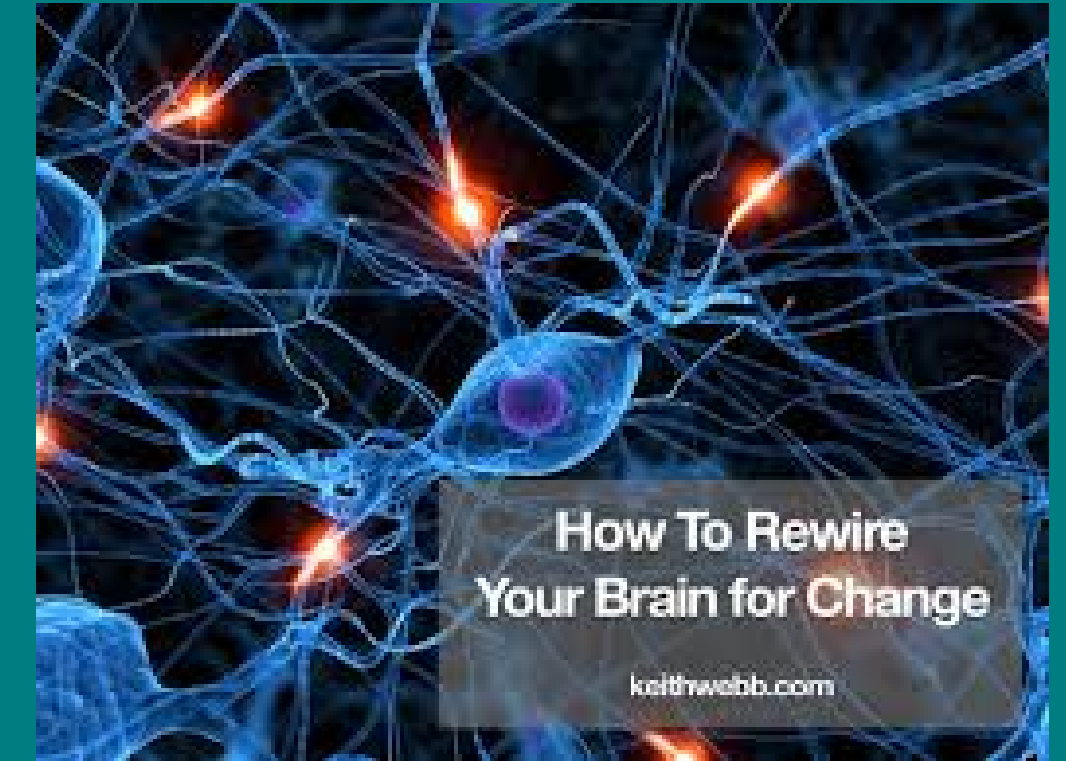
- Transportation investment made using a systems approach that integrates transportation and land use planning
- Using a common set of principles
- Focus on the entire transportation network rather than a single transportation project.



Overhaul the planning/programming framework behind current transportation project delivery.

Much modern town planning clogs regional roads with local traffic (credit Andy Singer)

Rewiring the System



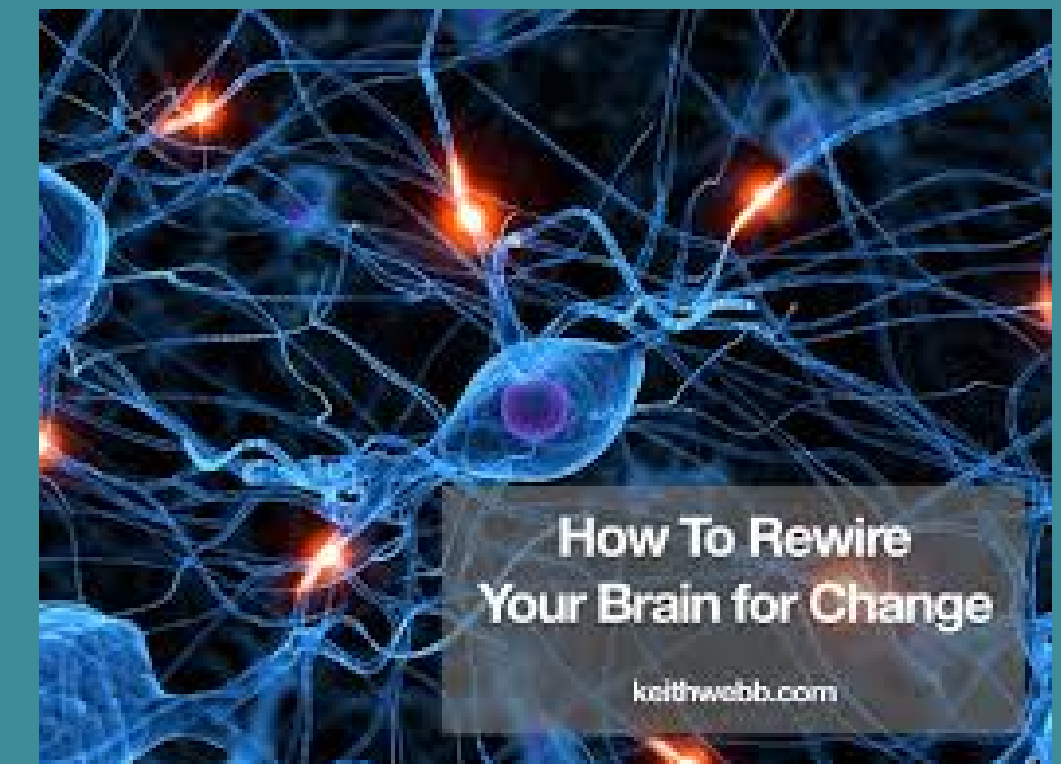
- All levels of government will be able to accomplish far more for much less.
- For instance, a new local town center development could create a local street grid to absorb traffic that doesn't dump local traffic onto the regional roads
- Bus and rail stations could be built right into private development.
- The state DOT would have to fund and supply land use planning consultants...
- Its much cheaper than 25 year EIS processes

Share Real Decision Making with Our Citizens in both Transportation and Land Use Decision-making

Rewiring the System



Photo courtesy of Laura Torchio



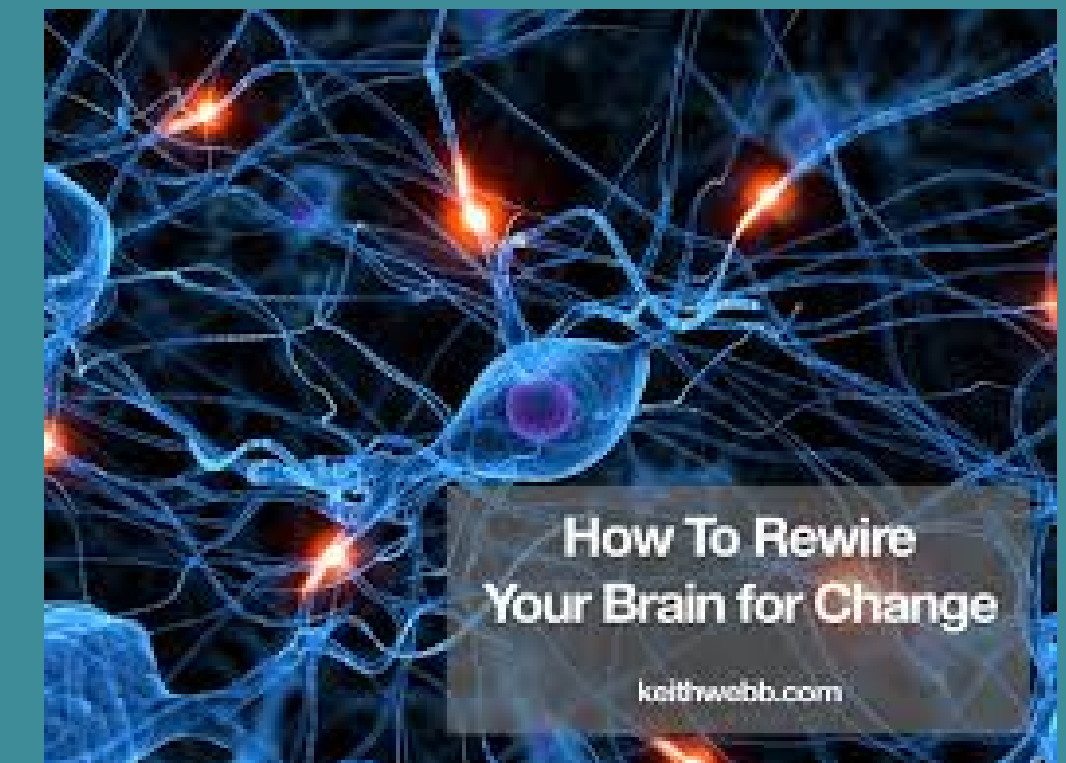
- The ultimate customer is the community itself.
- Democratize transportation decisions to advance a host of community goals
- Benefit: Project delays and costs were reduced because the communities provided that input directly and more clearly.

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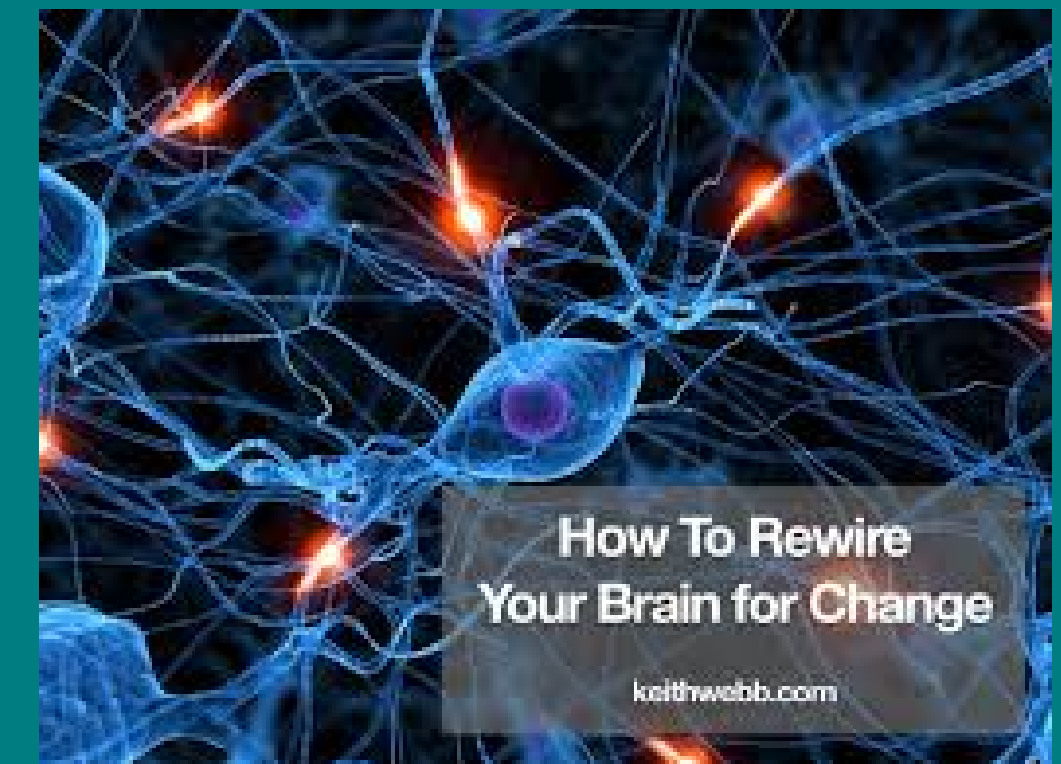
And Bring the Engagement Appartus into the 21st Century



And Staff it internally as a core function instead of regulatory compliance

DOTs will need to accept the responsibility for “active transportation” (walking and biking) on all levels of the road and street system.

Rewiring the System



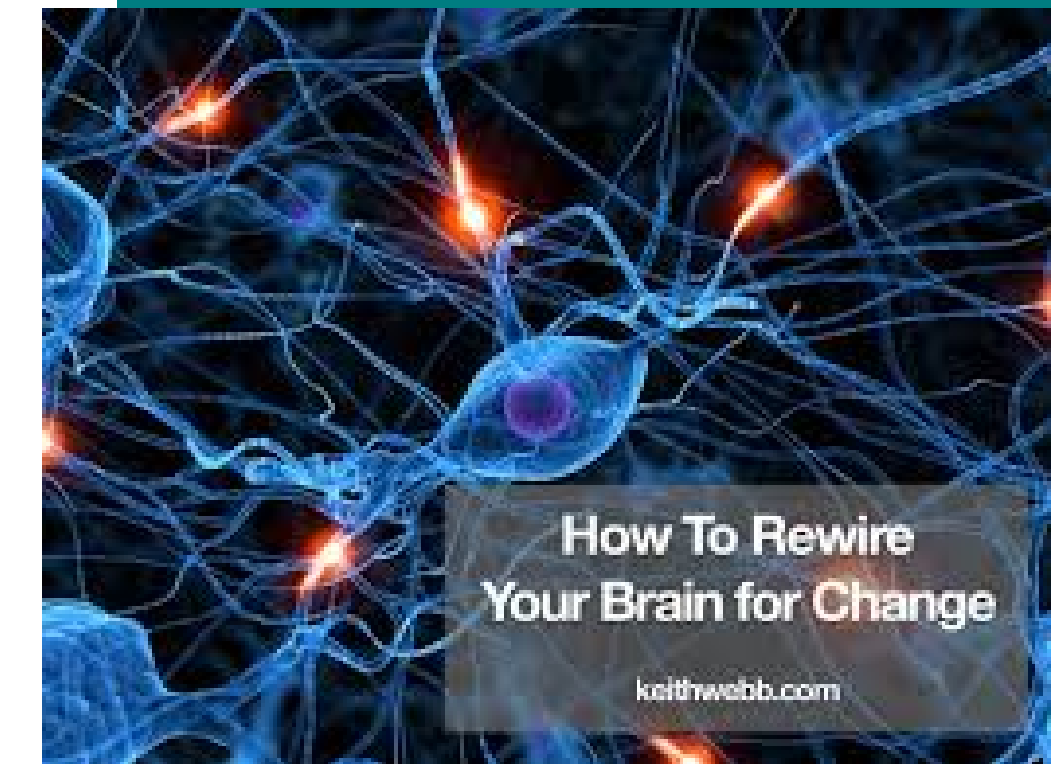
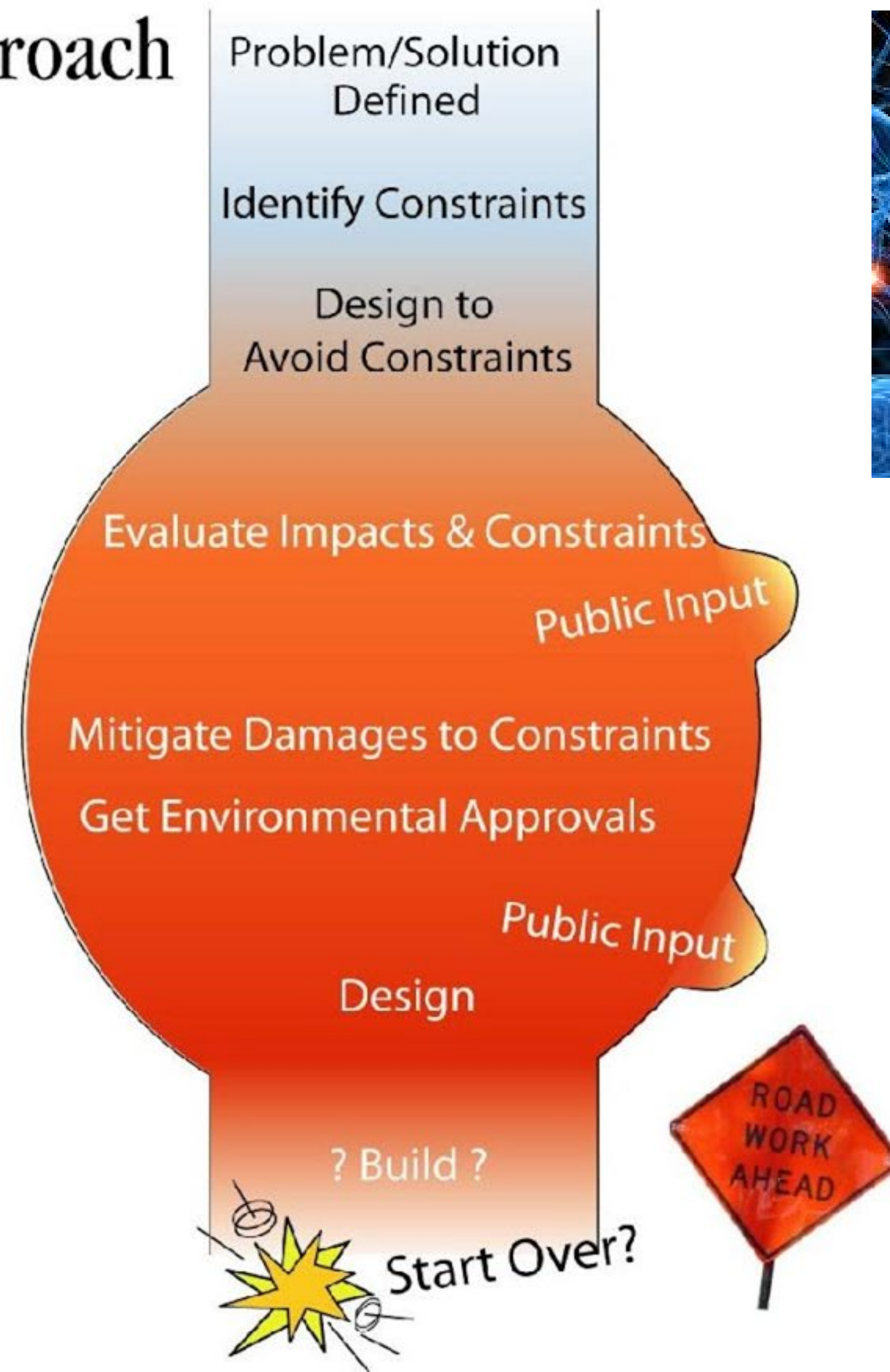
- Lend their skills and expertise to assume a much larger sense of ownership and responsibility for fostering active transportation on local streets.
- “Ownership” does not necessarily involve assuming jurisdiction for local streets, but it does involve offering leadership, technical assistance, and funding support.

Make “placemaking” central to transportation decisions

Rewiring the System

Project/Discipline Driven Approach

- Narrow Goals
- Politically Motivated
- Discipline defines scope
- Relies on professionals and "experts"
- Expensive
- Community is resistant
- Static Designs
- Results in limited experience of place

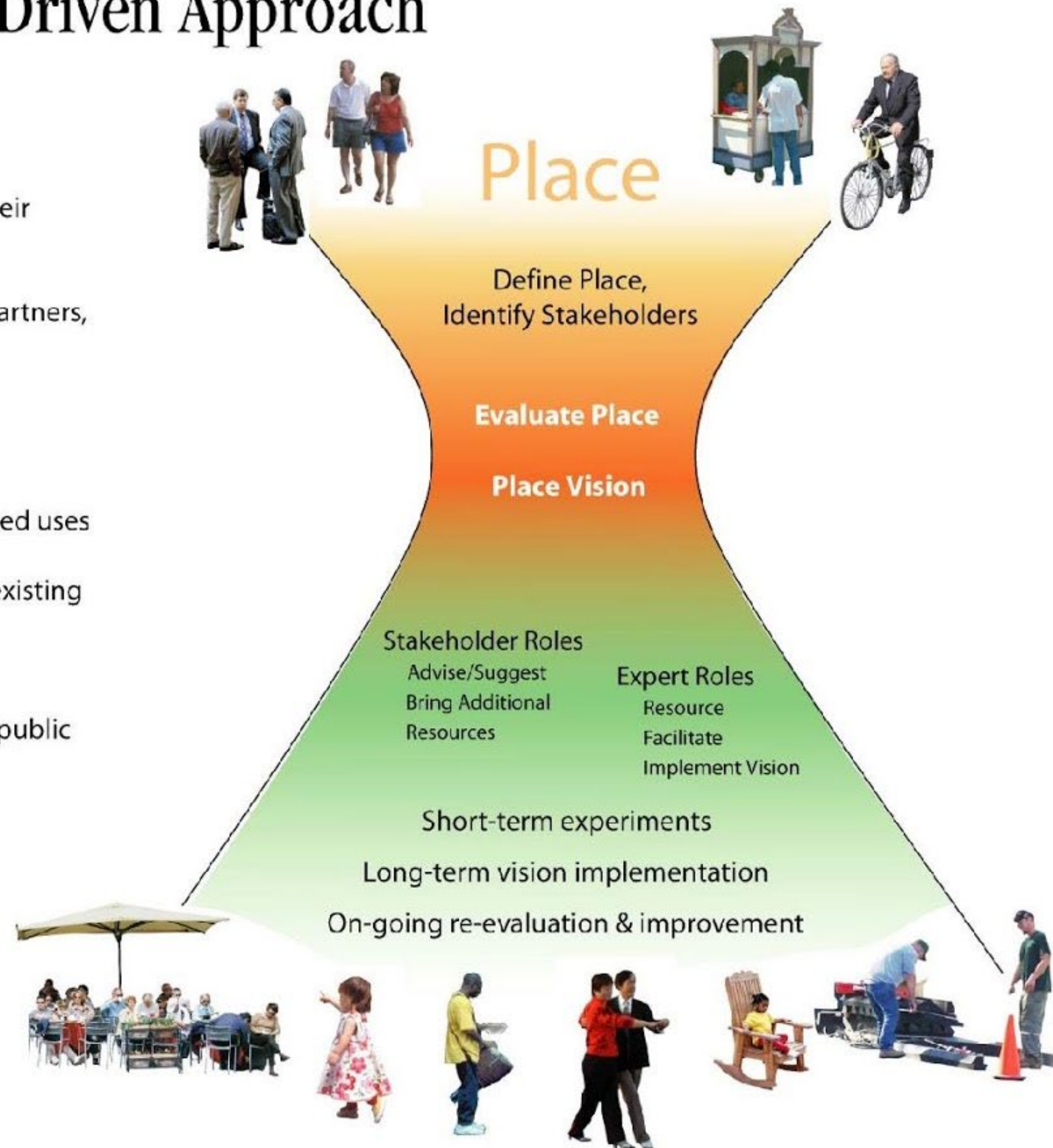


Make “placemaking” central to transportation decisions.

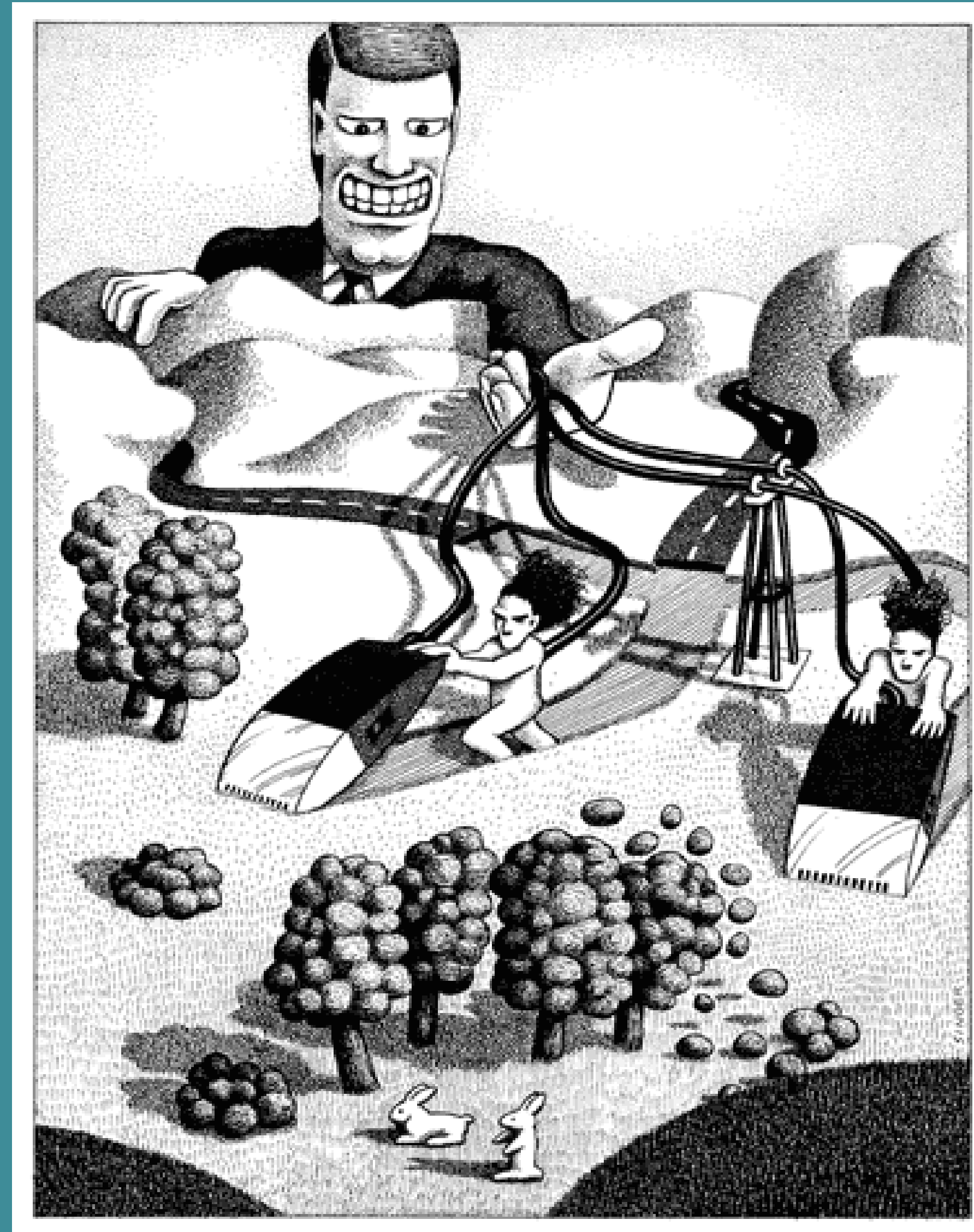
Rewiring the System

Place/Community Driven Approach

- Allows communities to articulate their aspirations, needs & priorities
- Compelling shared vision attracts partners, money & creative solutions
- Professionals become resources to communities
- Design is a tool to support the desired uses
- Solutions are flexible and build on existing successes
- Commitment grows as citizens are empowered to actively shape their public realm

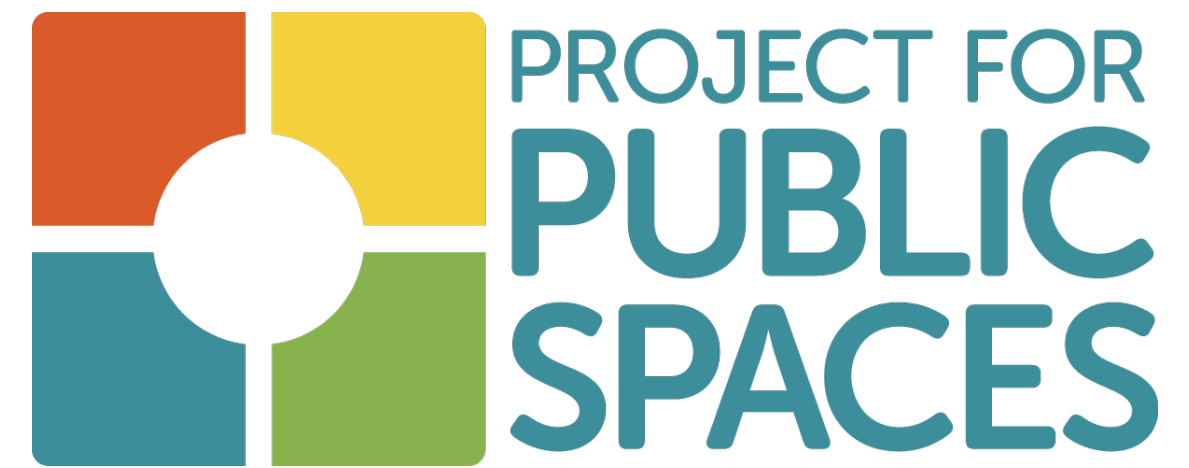


AND REMEMBER



ENGINEERS ARE NOT BAD PEOPLE





www.pps.org



THANK YOU!