



Active Communities / Transportation  
Research Group



# CNU TRANSPORTATION SUMMIT

Old Town Alexandria, VA

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Professor of Civil Engineering  
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University of Colorado  
Denver



## Transportation Summits

In addition to the annual Congress for the New Urbanism, CNU hosts regular summits that convene experts and practitioners to discuss specific issues like transportation and climate. Beginning with the CNU Transportation Summit, first convened in 2002 in Oakland, CA, the program has expanded to cover multiple topics and draws 150+ attendees each year.

Click on the links below for presentations and materials from prior summits and for information on future events.

- [CNU Project for Transportation Reform Summit 2014](#) (New York City)
- [CNU Project for Transportation Reform Summit 2013](#) (Chicago)
- [CNU Project for Transportation Reform Summit 2012](#) (Long Beach)
- [CNU Project for Transportation Reform Summit 2009](#) (Portland)
- [CNU Project for Transportation Reform Summit 2008](#) (Charlotte)
- [CNU Project for Transportation Reform Summit 2007](#) (London)
- [CNU Project for Transportation Reform Summit 2005](#) (Kansas City)
- [CNU Project for Transportation Reform Summit 2003](#) (Nashville)
- [CNU Project for Transportation Reform Summit 2002](#) (Oakland)



# CNU Transportation Summit Boulder, 2006







## CNU's 2018 Transportation Summit: Accelerating Highway Transformation

**HOST ORGANIZATION:** [CNU](#)

**REGISTER**

**START:** Sunday, September 16, 2018 - 8:00am

**END:** Monday, September 17, 2018 - 1:30pm

**LOCATION:** New Orleans, LA

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CNU's 2018 Transportation Summit focuses on the revitalization of urban neighborhoods disrupted by limited-access highways and the local campaigns to transform these disruptive arteries into surface boulevards. In particular, we are seeking input from the organizers of these campaigns as we bring together leading experts and practitioners in transportation from around the country.



CNU's 1<sup>st</sup>

Transportation Task Force

2000

1. Change industry standards
2. Advance research
3. Advance professional practice



Marcy McInelly and Norman Garrick



# A Policy on **Geometric Design of Highways and Streets**

2018  
7th Edition



THE GREEN BOOK

POLICIES  
on  
GEOMETRIC  
HIGHWAY DESIGN

AMERICAN ASSOCIATION OF  
STATE HIGHWAY OFFICIALS



Published by the Association

GENERAL OFFICES

1220 National Press Building

Washington, D. C.

Reprinted 1950



1938

# A POLICY on HIGHWAY CLASSIFICATION



AMERICAN ASSOCIATION OF  
STATE HIGHWAY OFFICIALS

Reprinted 1945 and 1947

## PREFACE

The Special Committee on Administrative Design Policies was organized in 1937 upon authority of the Executive Committee of the Association. The purpose behind its establishment in a major sense is the formulation of administrative policies looking toward the incorporation in practice of design features which will result in the maximum degree of safety and utility. The committee outlines the program of work after which personnel assigned by the Public Roads Administration under supervision of the Secretary of the committee researches each subject and prepares tentative discussions, revised committee recommendations and conclusions. These are criticized, revised and supplemented by members of the committee until a policy on each subject acceptable to the committee is completed, after which it is submitted to the Executive Committee for letter ballot by the States.

This policy was approved by the States, effective April 15, 1938. Other policies approved by the States are as follows:

- A Policy on Sight Distance for Highways, February 17, 1940.
- A Policy on Highway Types (Geometric), February 13, 1940.
- A Policy on Criteria for Marking and Signing No-Passing Zones for 2- and 3-Lane Roads, February 17, 1940.

Subjects on which policies are in course of preparation are as follows: Intersections at Grade; Intersections for Rotary Movement; Grade Separations; Alinement and Grade.

The committee has confined its work to the geometric features of highway design as distinguished from structural and will continue to follow this policy for the present.

Criticisms of the material contained herein and suggestions on all other subjects on geometric phases of highway design are welcomed and should be addressed to Joseph Barnett, Secretary, Special Committee on Administrative Design Policies, American Association of State Highway Officials, Public Roads Administration, Washington, D. C.

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engineering  
SR  
AMR2  
PC

63.7539

30 Apr 48 Design 35 Engr

# A Policy on Sight Distance For Highways

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American Association of State  
Highway Officials



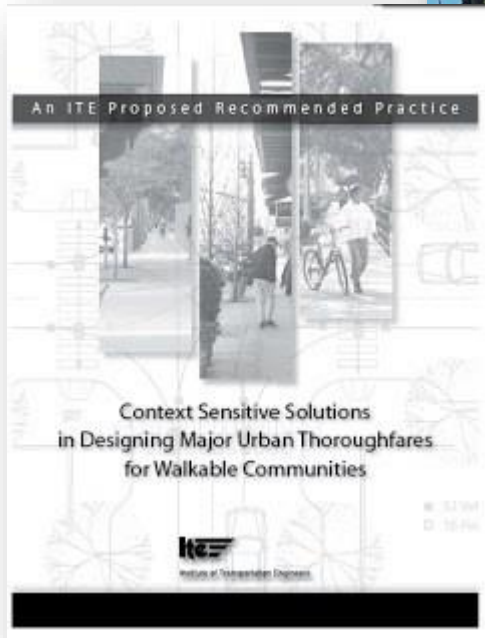
Published by the Association  
General Offices  
1220 NATIONAL PRESS BUILDING  
WASHINGTON, D. C.

1940

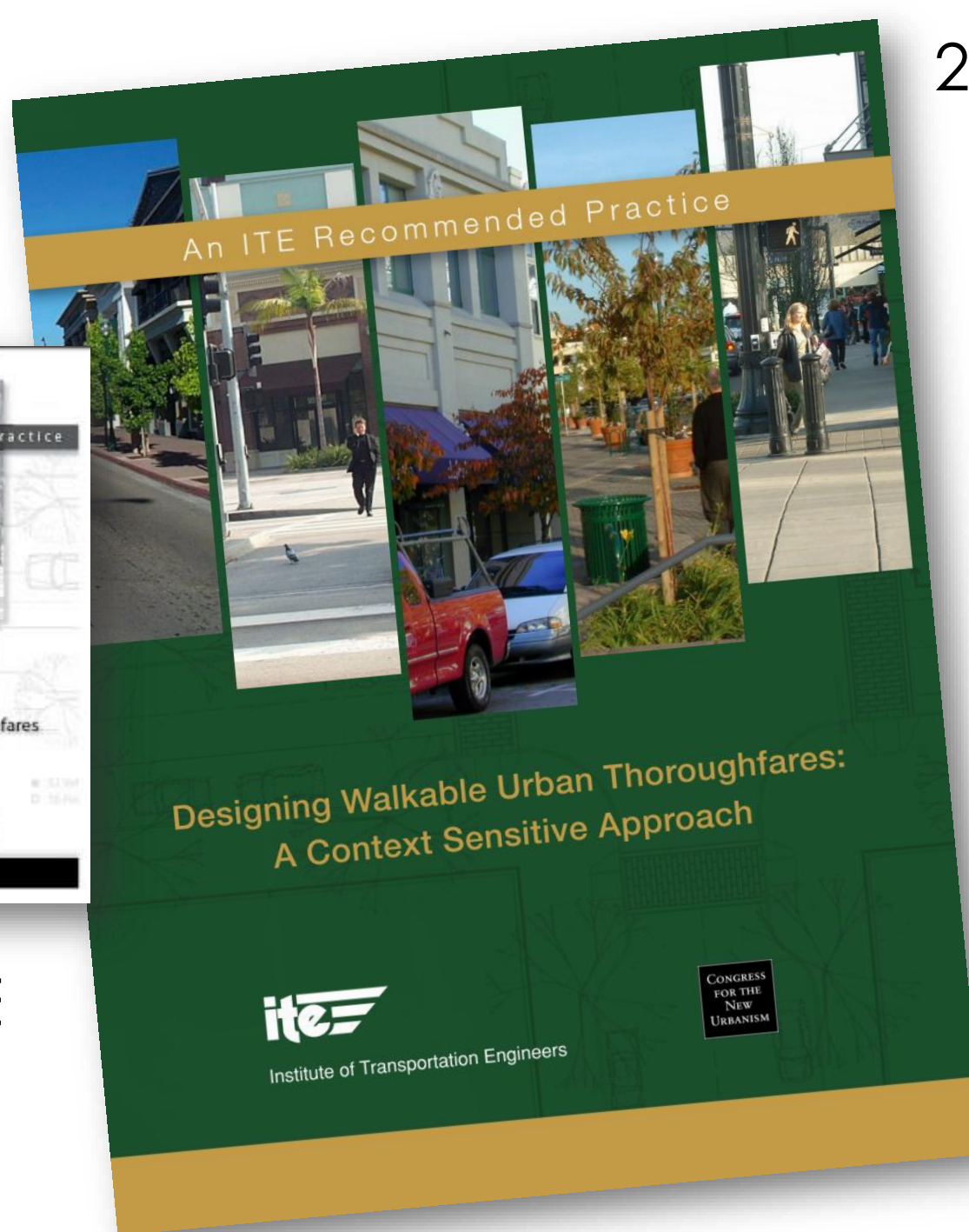
Reprinted 1945 and 1947



2006, 2010



# CNU/ITE Manual



2007, 2009



**LEED FOR  
NEIGHBORHOOD  
DEVELOPMENT**



2015







Since 2008



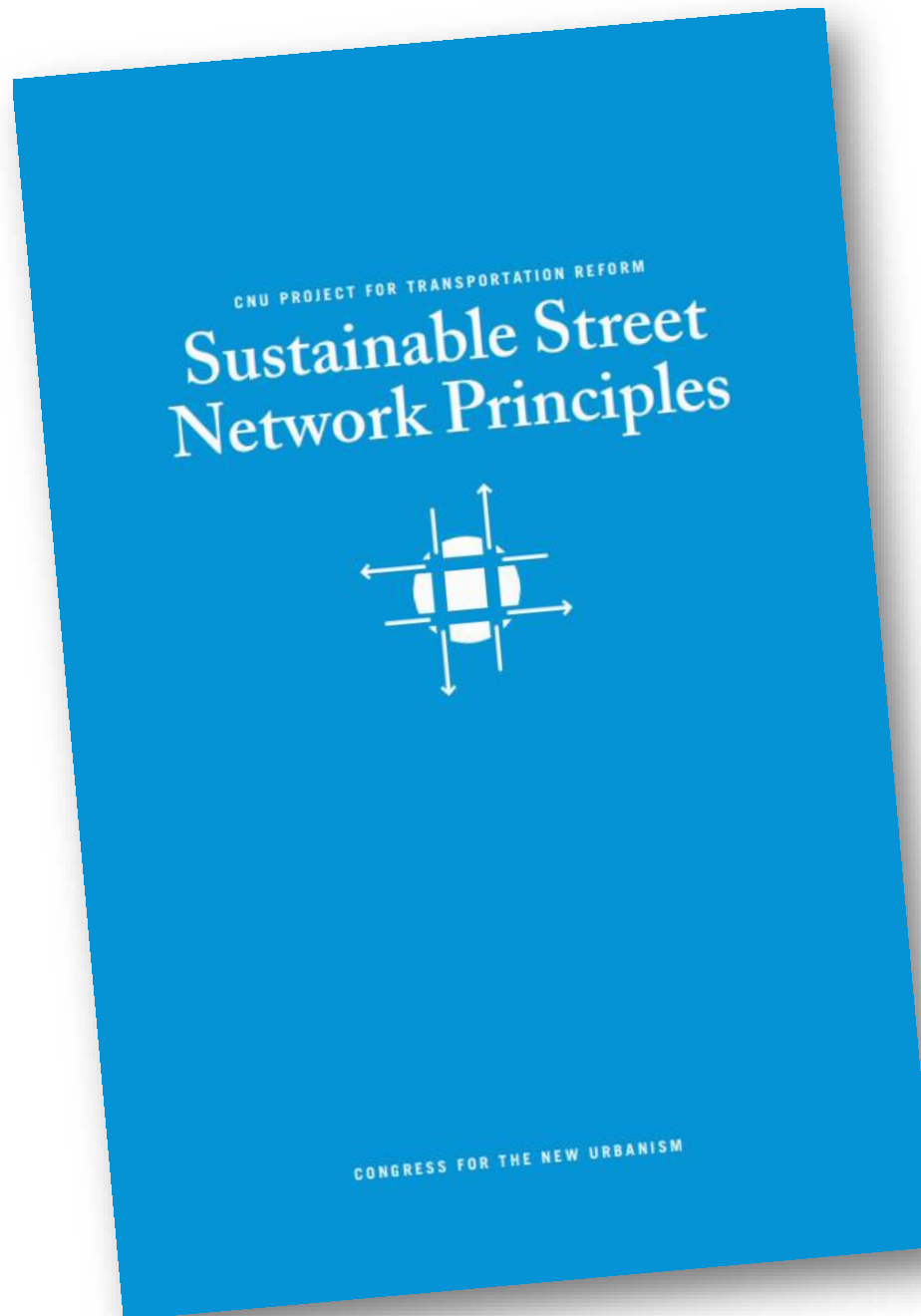
# Freeways Without Futures

2019

**CNU**  
Congress for the  
New Urbanism



2012







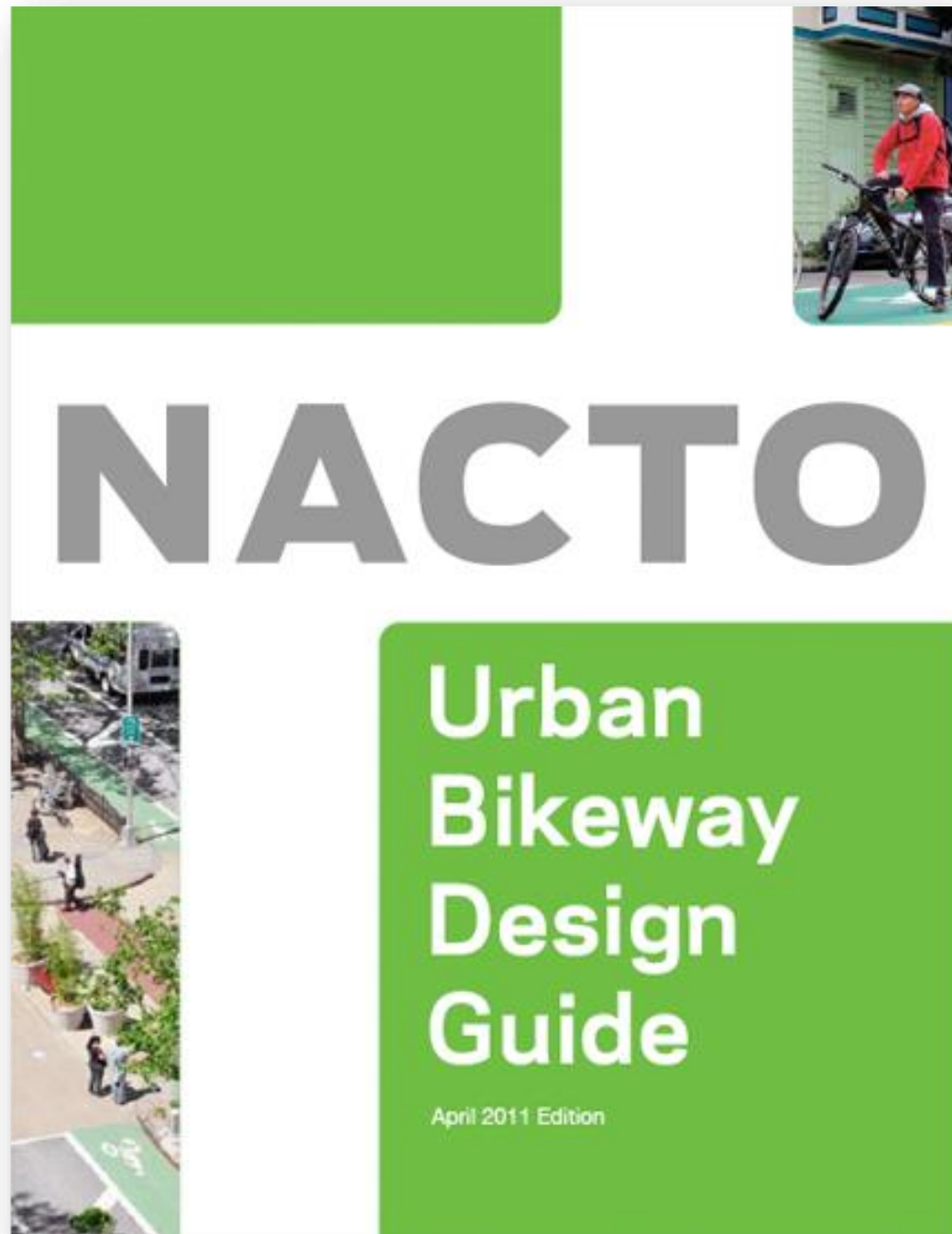






2011

NACTO



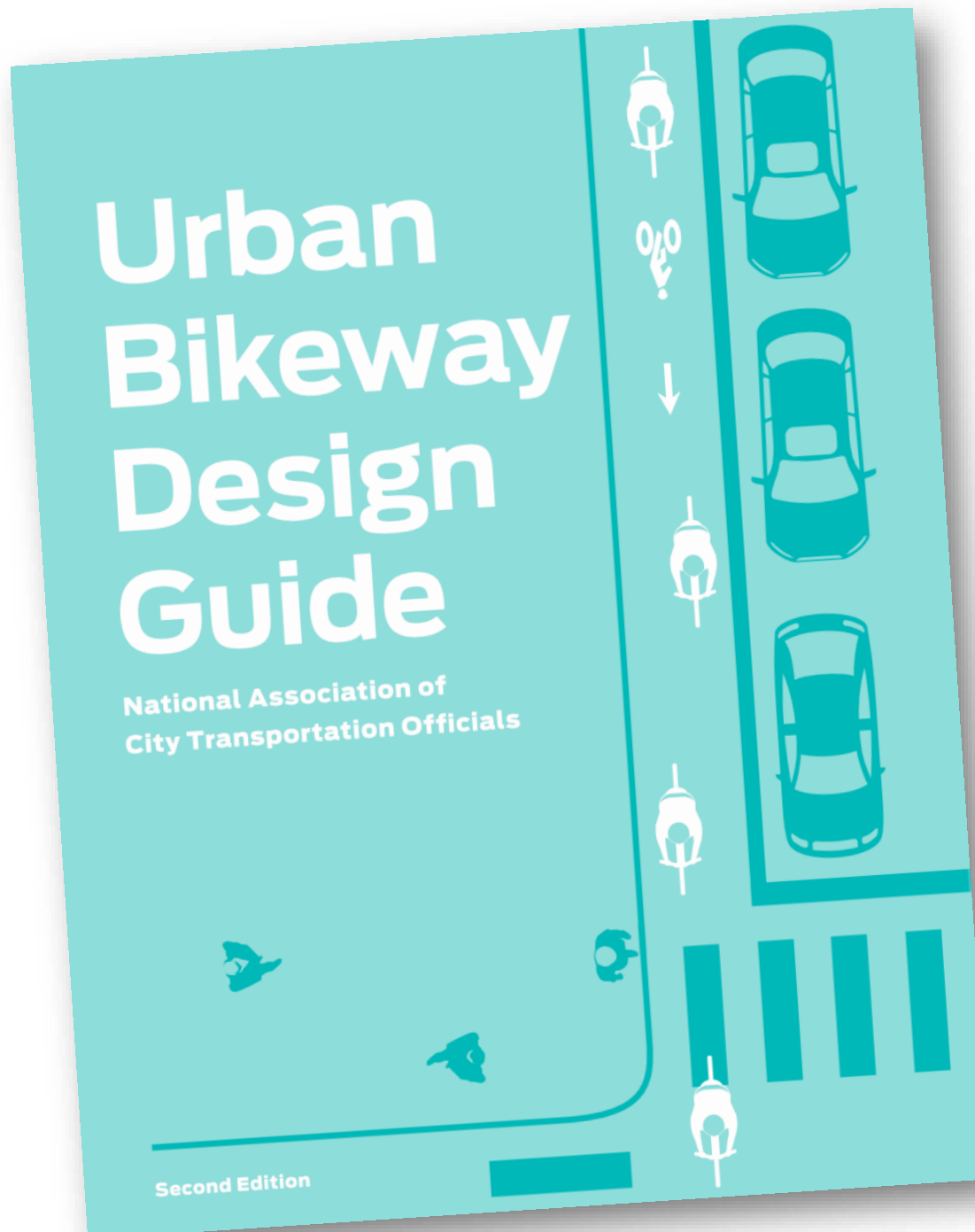
2013

NACTO



2014

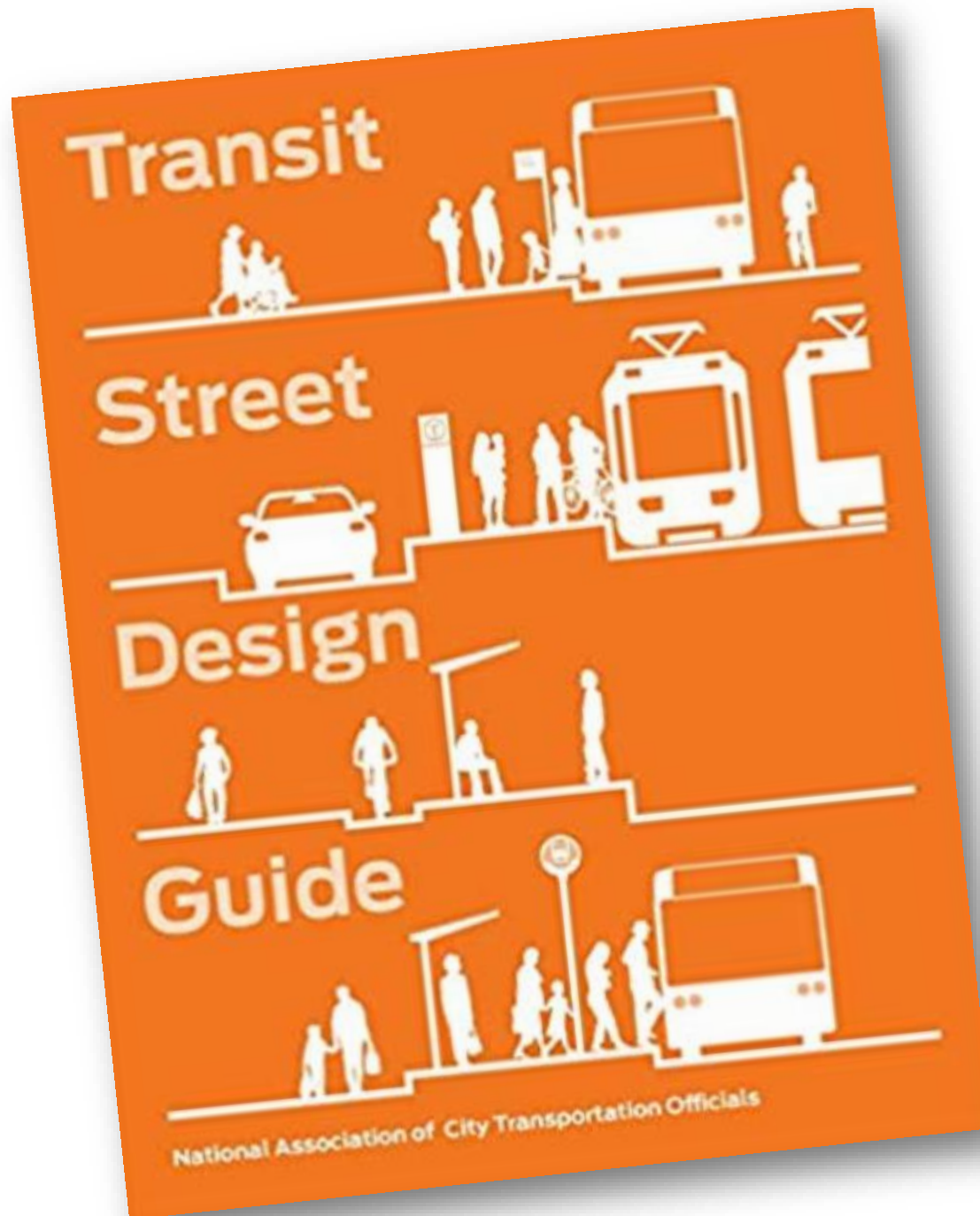
NACTO





2016

NACTO





2013

An aerial photograph of a city street featuring a wide crosswalk with white stripes on a dark asphalt surface. Several pedestrians are walking across the crosswalk, including a person with a blue umbrella, a person with a red bag, and a person with a pink bag. A yellow taxi is visible in the top right corner. The title 'WALKABLE CITY' is printed in large, white, sans-serif capital letters across the middle of the crosswalk.

# WALKABLE CITY

HOW DOWNTOWN  
CAN SAVE AMERICA,  
ONE STEP AT A TIME

JEFF SPECK

COAUTHOR OF *SUBURBAN NATION*

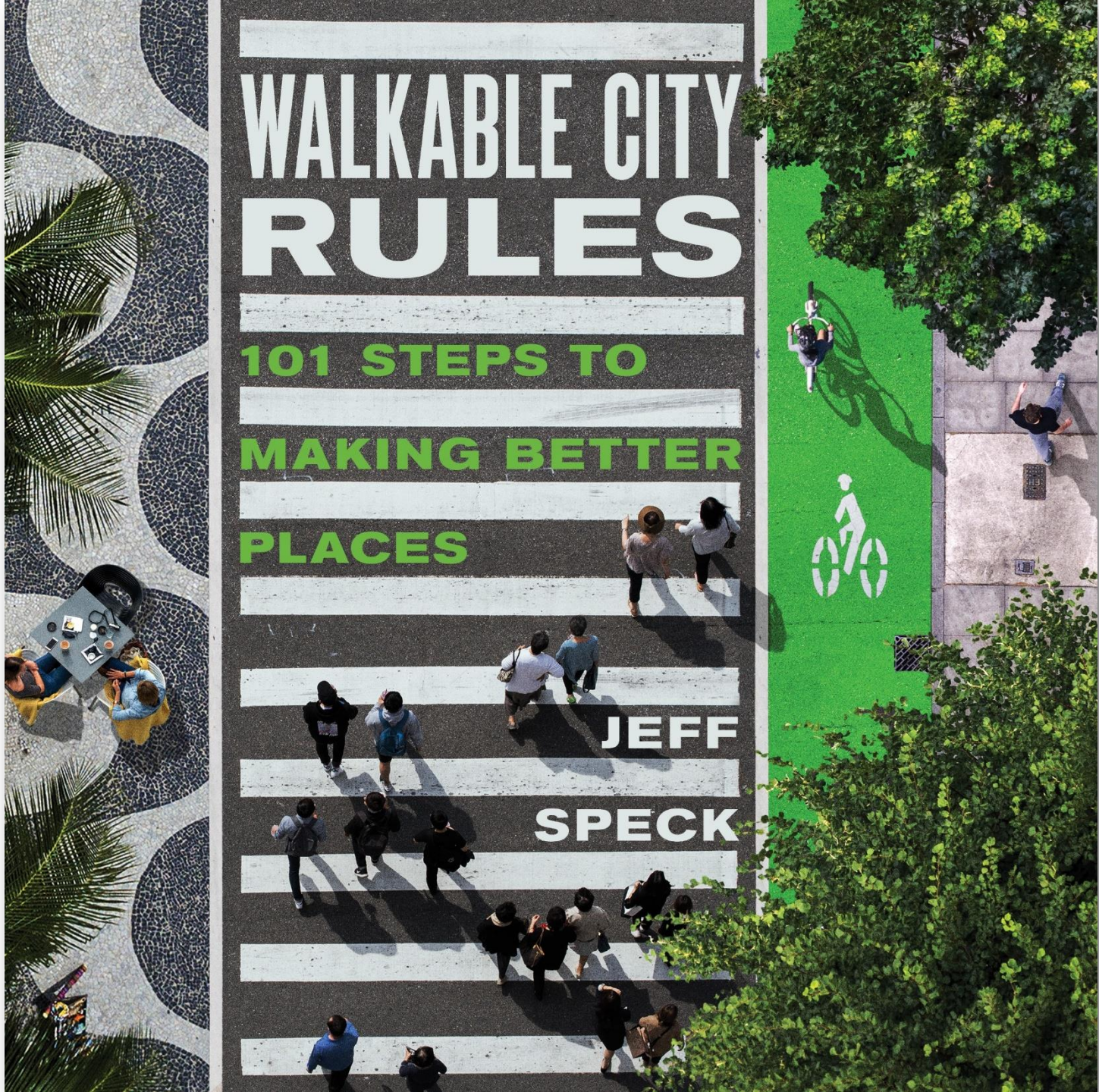


2018

# WALKABLE CITY RULES

101 STEPS TO  
MAKING BETTER  
PLACES

JEFF  
SPECK





2015

*"Tactical Urbanism demonstrates the huge power of thinking small about our cities. It shows how, with a little imagination and the resources at hand, cities can unlock the full potential of their streets."*

—Janette Sadik-Khan

# TACTICAL URBANISM

Short-term Action for Long-term Change

MIKE LYDON & ANTHONY GARCIA

FOREWORD BY ANDRÉS DUANY

## Volume 5, Issue 4

**Title:** New Urbanism: From Exception to Norm—The Evolution of a Global Movement

**Editor(s):** Susan Moore (University College London, UK) and Dan Trudeau (Macalester College, USA)

**Submission of Abstracts:** 15 January 2020

**Submission of Full Papers:** 15 June 2020

**Publication of the Issue:** November/December 2020

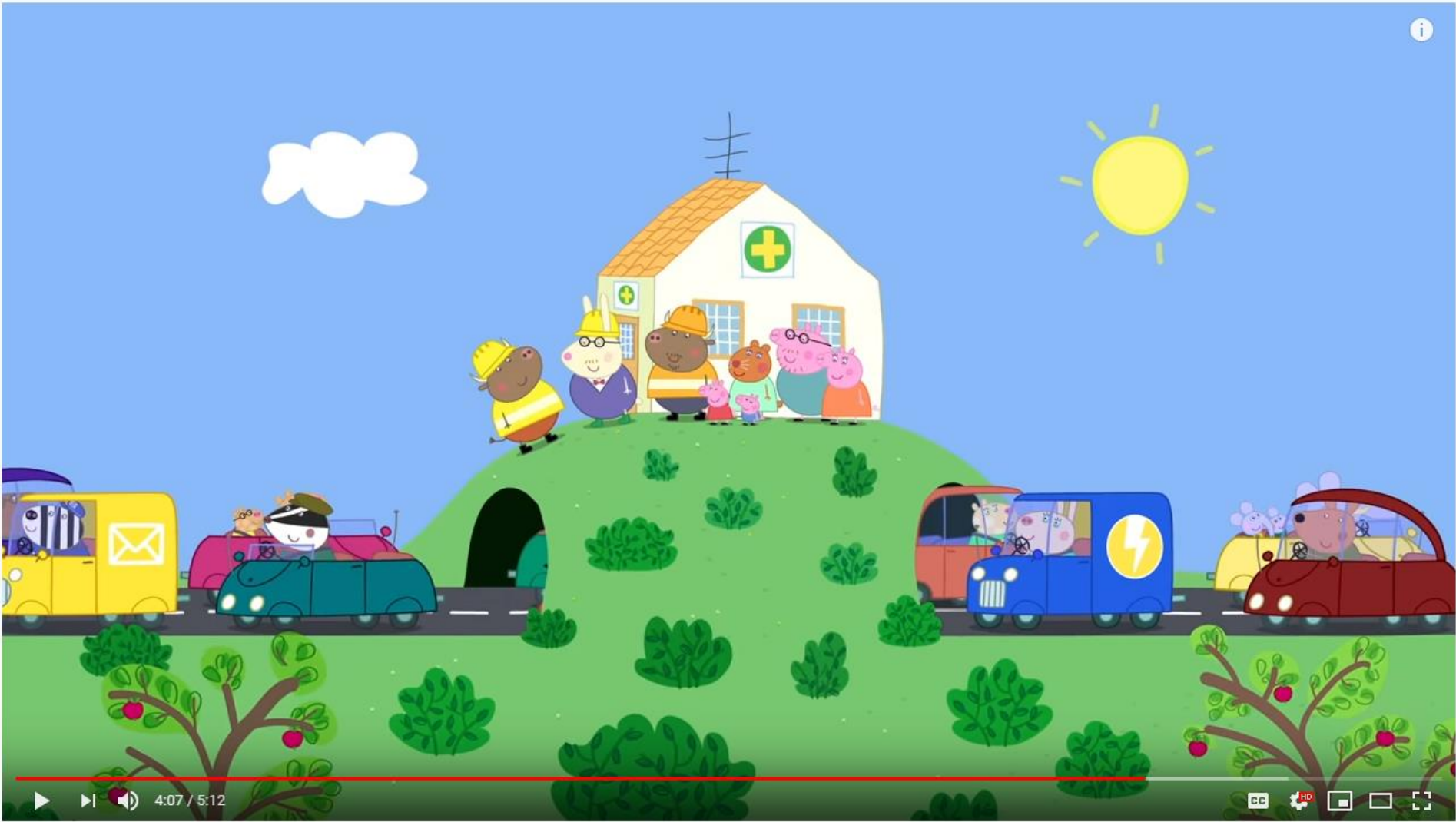
**Information:** The New Urbanism (NU) began as a normative planning movement in the USA in the 1980s to respond to suburban sprawl and offer a new paradigm for development, especially in suburban contexts. In fewer than 40 years, NU has moved from the fringe to the centre, its influence evident in projects on every continent. With this global reach has come differentiation. New Urbanism in 2020 is decidedly heterogeneous, produced through complex, contingent and partial translations of the principles of the movement into specific contexts, via a variety of built forms and governance models. Yet despite this heterogeneity, NU sustains itself as a universal movement, aided in part by the same academic literature that emerged in 1990s and 2000s to scrutinize its authenticity, ideology and impact. This scholarship ultimately typecast a variety of efforts associated with NU as firmly in the mold of the movement's prototypical work, which sought to reproduce neo-traditional urban villages. Critical scholarly engagement with the NU has narrowed considerably over the last decade.

The most recent 'special issue' on New Urbanism to be published in a peer-reviewed journal was *Built Environment* in 2003. So, the not-so-slow creep of NU into mainstream planning and development, and the extent to which it has become what Fulton (2017) calls 'ubiquitous urbanism' has largely bypassed academic currency. Indeed, existing literature narrowly contends with the multiple and differentiated forms of NU in practice and itself reproduces the illusion of NU as a singular, coherent, albeit dubious, set of practices essentialised through an orthodox and myopic critique which persists in privileging origin over reach. In this way, we can see how NU critique to-date has reduced the complexity of the movement to a series of aphorisms that have largely faded into the backdrop, become 'no longer a big deal' (Fulton, 2017), easily passed on or elided as a fad in terms of academic relevance.

This thematic issue seeks to redress this by exploring the evolution of the movement. It asks why heterogeneous forms of the NU emerge, how the contingencies of place contribute to New Urbanism's differentiated forms, and what ways are these multiple New Urbanisms (re)packaged as a stable and coherent set of practices that are recognizable as a common movement with widespread appeal and increasingly global reach. We provoke contributors to debate whether or not NU has indeed gone from the exceptional to the mainstream; to the extent that it is perhaps no longer distinctive, raising the question of whether or not the label has lost its relevance altogether.

**Instructions for Authors:** Authors interested in submitting a paper for this issue are asked to consult the journal's instructions for authors and send their abstracts (about 250 words, with a tentative title and reference to the thematic issue) by email to the Editorial Office ([up@cogitatiopress.com](mailto:up@cogitatiopress.com)).





We Love Peppa Pig Mr Bull's New Road #44

4,810,687 views • Mar 12, 2019

11K 4.4K SHARE SAVE



Despite the successes...

FEATURE

## Why New Urbanism Fails

Behind their quaint, cozy facades, New Urbanist towns still fail to combat the pattern of sprawling, auto-centric suburban development.

February 18, 2002, 12am PST | [Chris DeWolf](#)



Share



Tweet



Since the early 1990s New Urbanism has slowly gathered strength, a building storm that finally burst onto the American mainstream only a few years ago. Its "neotraditional" principles - wide sidewalks and narrow streets, front porches and rear garages, central squares and shopping districts - garnered attention across Canada and the United States.

Some of the communities that resulted tried to emulate small towns while others resembled urban neighbourhoods. In the end, however, their goal was the same: create new developments that are community- and people-oriented.

Unfortunately, as popular and seemingly positive these developments are, they fail in their objective and ultimately reinforce the strength of the auto-oriented suburban environment. They are feel-good faux-towns, cosy and nostalgic developments which feign urbanity without making the effort to actually be urban.

One of the fundamental tenets of the New Urbanism is the reinforcement of community life. This is why lots are smaller, houses are closer to the street, sidewalks are plentiful and garages banished to the rear of the house. This, in theory, allows neighbours to chat and say hello while strolling down the street to fetch some milk at the corner store. Many New Urbanist developments are separated into small segments, each with its own central focus - a square, perhaps - and a small grocery store. Downtown main streets are also vital to the New Urbanist ideology. Ideally, they are concentrations of vital retail services, restaurants and cafes where people from around the neighbourhood can bump into each other on broad sidewalks.

In keeping with the concept of traditional design, residential areas often contain architecture meant to resemble that of small towns. Brick townhouses, white picket fences and Colonial homes abound, sometimes creating a contrived atmosphere that seems less like a real neighbourhood and more like a television set. As Michael Sorkin wrote in the September 1998 issue of *Metropolis* magazine, "New Urbanism reproduces many of the worst aspects of the Modernism it seeks to replace  $\frac{1}{2}$  [it] promotes another style of universality that is similarly overreliant on visual cues to produce social effects." Instead of actually being successful urban neighbourhoods, New Urbanist developments simply look like urban neighbourhoods.



## Why New Urbanism Doesn't Work

The latest trend in urban planning builds bureaucracy, not affordable living.

STEVEN GREENHUT | 6.7.2013 12:00 PM



(Foter, AlanH2O, CC BY-SA)

After the housing bubble burst a few years ago, sending real estate prices to the floor in many places, some influential academics and urban planners celebrated the supposed demise of something they had always hated: the suburbs.

In their view, the kind of homes and neighborhoods we live in are tacky, ugly, unsustainable blights. "Suburbia represents a compound economic catastrophe, ecological debacle, political nightmare, and spiritual crisis for a nation of people conditioned to spend their lives in places not worth caring about," wrote James Howard Kunstler, a prominent New Urbanist writer who calls for the wholesale reordering of our built environment.

New Urbanists such as Kunstler push for the recreation of the old city model – people

# New Urbanism: a bandaid on a failed urban form

Out of its ashes sprang form-based codes however



Michael Barnard [Follow](#)

May 12, 2018 · 4 min read ★



New Urbanism is a model of urban development which aspired to remake communities into walkable, live-work places for people, not cars. It failed, but left behind something better.

From the outside looking in at New Urbanism the following observations are easy to make.

New Urbanism has a **strong taint of nostalgia**, preferring in most of its incarnations to recreate 19th Century styles of homes for no reason except that people are looking for an insular village and that very old fashioned

## The 'New Urbanism' Movement Might Be Dead

City revival has ceased to be a radical idea, and that's a good thing.

OCTOBER 2017



(Shutterstock)



By William Fulton | Columnist

Director of the Kinder Institute for Urban Research at Rice University and former mayor of Ventura, Calif.



*This is part of Governing's [special 30th anniversary coverage](#).*

Thirty years ago this month, when I first started writing for this magazine, the idea of a column on the growing trend toward urbanism would have been laughable. Sure, some downtowns and old industrial districts were showing signs of life, and the first loft conversions were taking place. But generally speaking, downtowns were 9-to-5



## The Day New Urbanism Died? New Town St. Charles Homebuilder Files for Bankruptcy

October 20, 2009

Alex Ihnen

Development &amp; Preservation

0 comments



I would not presume that the bankruptcy filing by Whittaker Homes of St. Charles spells the end of New Urbanism. But the particular type of New Urbanism celebrated by Whittaker is very likely a thing of the past. A new stand-alone town in the middle of a field, several miles from any established retail or other amenities and more than 30 minutes from the region's largest job center is destined to fail.

It may be trendy to dump on this type of New Urbanism, as has been done on this site and others. In a previous post, "[New Town St. Charles: Your future is here \(it's ugly\)](#)", I spelled out why the future of places like New Town are so bleak and how New Urbanism has disappointed. Commercial success perhaps shouldn't be the hallmark of a neighborhood or community, such



Parsons Alley, Duluth, GA. 2017 Charter Award Image.

## DESIGN

# The death of New Urbanism is greatly exaggerated

Restoring the human-scale to the modern built environment is a long-term task, key to human health and welfare, that has barely begun.

ROBERT STEUTEVILLE OCT. 4, 2017



A recent *Governing Magazine* [piece](#) was provocatively titled, "The 'New Urbanism' Movement Might be Dead." Taking that clickbait leads to a piece by respected urban planning essayist William Fulton that is mostly about the success of the New Urbanism.

So what's the problem?



## Why Is New Urbanism So Gosh Darn Creepy?



Alissa Walker

4/18/14 2:40PM • Filed to: UTOPIA WEEK ✓

66.9K

129

10



I remember looking toward the edge of town and thinking that something seemed off. We had stopped here before crossing the Continental Divide, in one of those typically charming Colorado mountain communities. Yet a few blocks away from its railroad-era Main Street lined with historic 1890s structures, there were almost cartoonish versions of those same buildings, arranged in an unnaturally tight grid.

South Main is a planned community on the outskirts of Buena Vista, Colorado, a town I often drive through with my parents when we go to the mountains from their house in Denver. Buena Vista is tiny, with only about 2000 residents, but it sees a decent amount of visitors due to the many 14ers fringing the horizon—the 14,000-foot snow-capped peaks tackled by hikers—and its proximity to the Arkansas River, which is popular for rafting and fishing.

# What Is New Suburbanism?

Horizon West Happenings • Jun 28, 2019

**Embracing The Legacy of Horizon West With The Future In Mind!**



Frank Gruber, Contributor  
Urbanist Writer

# New Urbanism: Very Misunderstood

07/12/2009 05:12 am ET | Updated May 25, 2011

Denver, June 10, 2009 — As I flew into Denver, where the [Congress for the New Urbanism](#) (CNU) is holding its 17th annual congress, the word that came to my mind about New Urbanism was ‘misunderstood.’ As I attend the conference for the next three days, I am going to try to understand how and why it happened that this movement of architects and planners trying to make the places where people live better became the object of hostility and condescension.

New Urbanism, although it has antecedents in mid-century voices (such as that of Jane Jacobs) that saw that the American city was being destroyed as middle-class Americans moved out to the post-World War II suburbs and the city they left behind was bulldozed for expressways and urban renewal, is a movement that arose in the 1980s among architects upset not only with the decline of the quality of the built environment but also with the failure they perceived of the profession of architecture to pay attention to the spaces between buildings and the larger urban or regional context.



When you imagine great New Urbanism,  
what do you picture?





46 festivals



Stapleton

Stapleton

all summer  
LONG



Stapleton

Park your  
Lawn chair

Let the  
fun  
begin



Stapleton





Greetings from

NEWARK





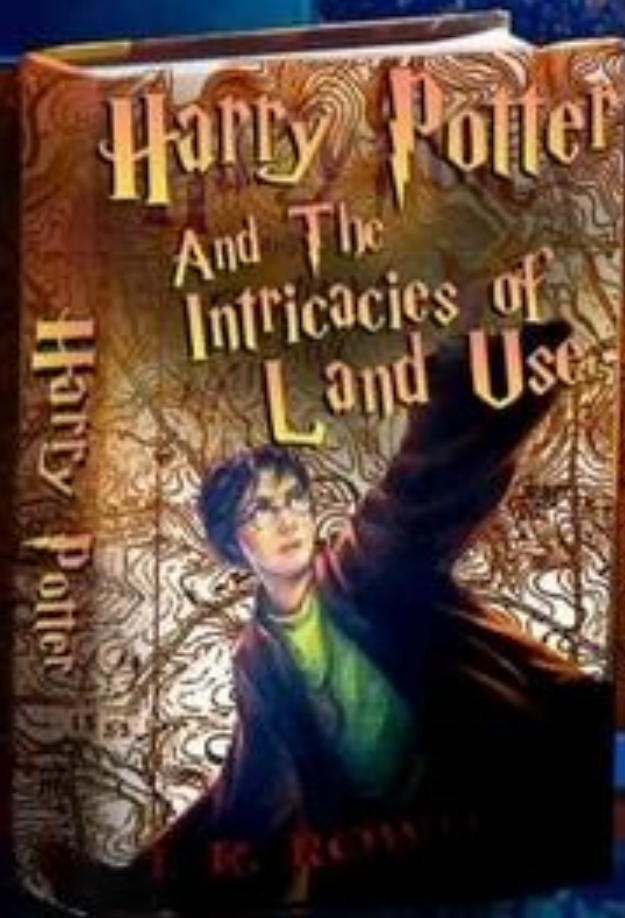
Here's the secret...

New Urbanism  
is a  
Transportation  
Movement



New Urbanism  
is a  
Transportation  
Movement

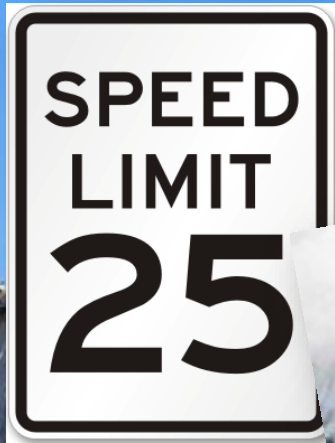
+ LAND USE



In order to actually get things built,  
many New Urbanist designers  
compromise our ideals...



What do we end up with?







Martin Luther King, Jr. Boulevard

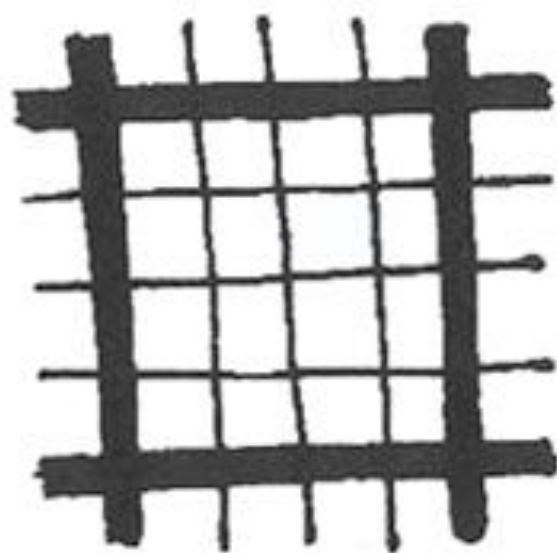
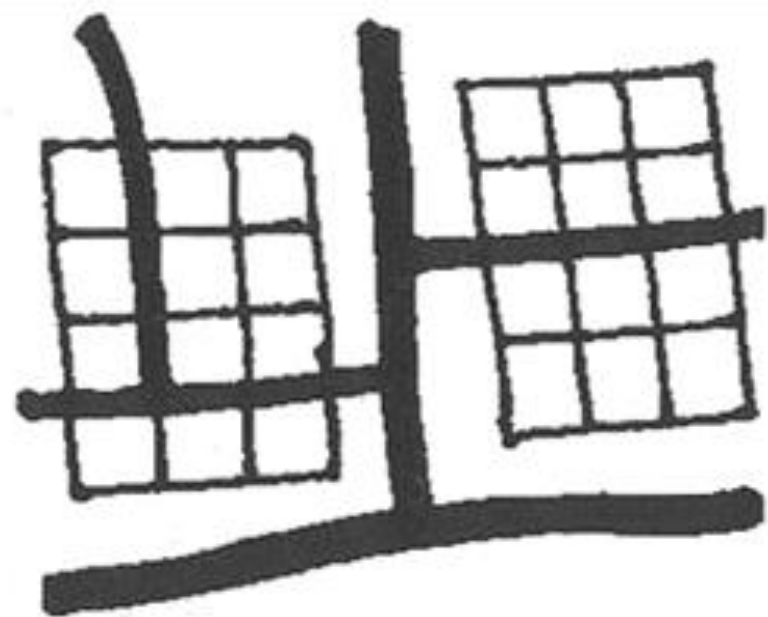


















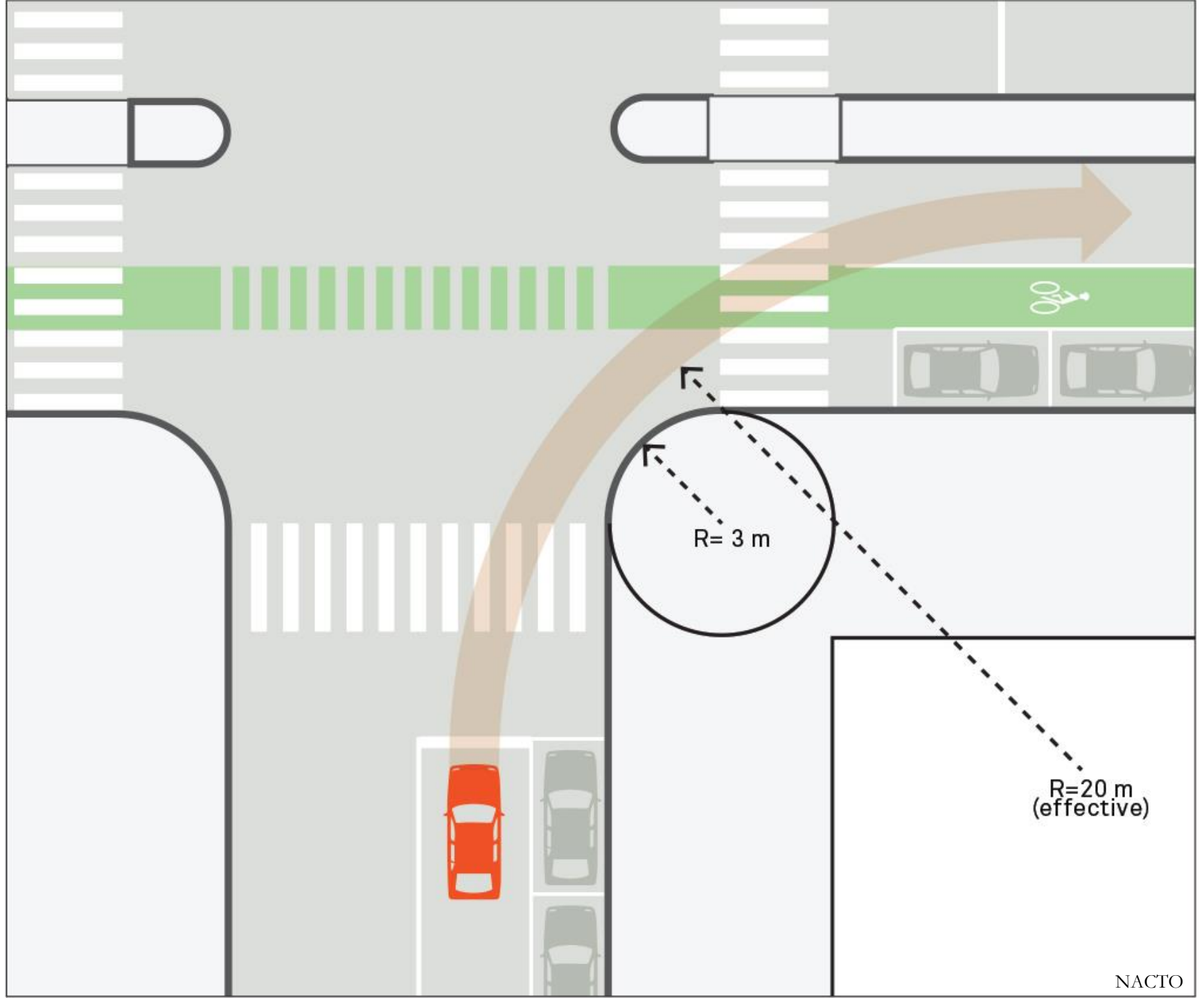












### Census Tract 41.06, Denver County, Colorado

|  |        |
|--|--------|
| Workers 16 Years and Over: Car,<br>Truck, or Van | 86.13% |
|  | 4,464  |

|  |       |
|--|-------|
| Workers 16 Years and Over: Public<br>Transportation (Includes Taxicab) | 2.43% |
|  | 126   |

|                                    |    |
|------------------------------------|----|
| Workers 16 Years and Over: Bicycle | 0% |
|                                    | 0  |

|                                   |       |
|-----------------------------------|-------|
| Workers 16 Years and Over: Walked | 0.68% |
|                                   | 35    |

|  |        |
|--|--------|
| Workers 16 Years and Over: Worked<br>At Home | 10.61% |
|  | 550    |

|   |       |
|---|-------|
| Percent base: Workers 16 Years and<br>Over: | 5,183 |
|---|-------|









PLEASE DRIVE  
SAFELY

 IN MEMORY OF  
EDISON  
SHERLOCK

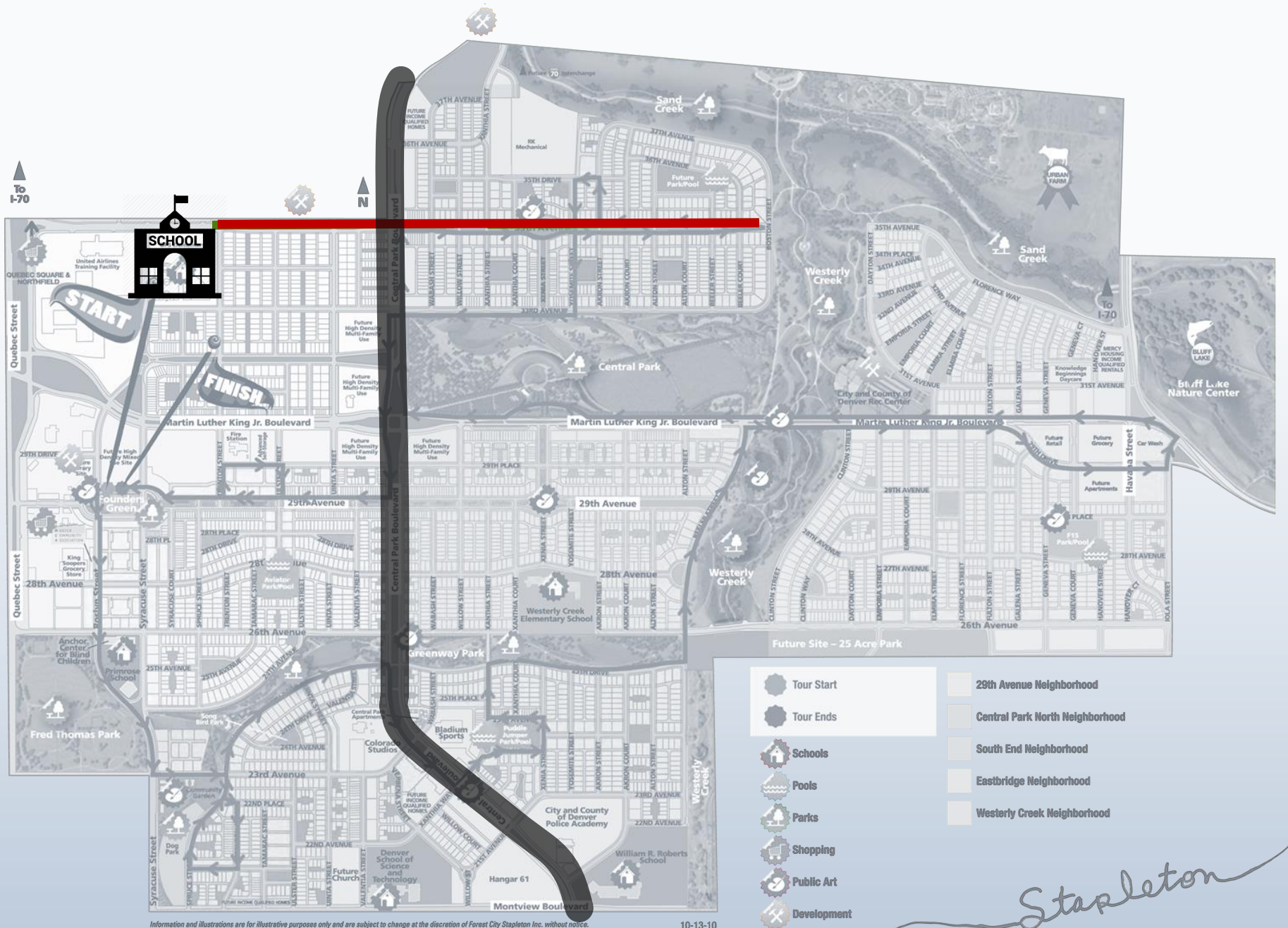
30

MYSTUFF  
OFFER

Central Park Boulevard is a  
“smooth, flat, wide-open, thoroughfare  
that is perfect for speeding,”

- Denver Police Officer





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*Stapleton*











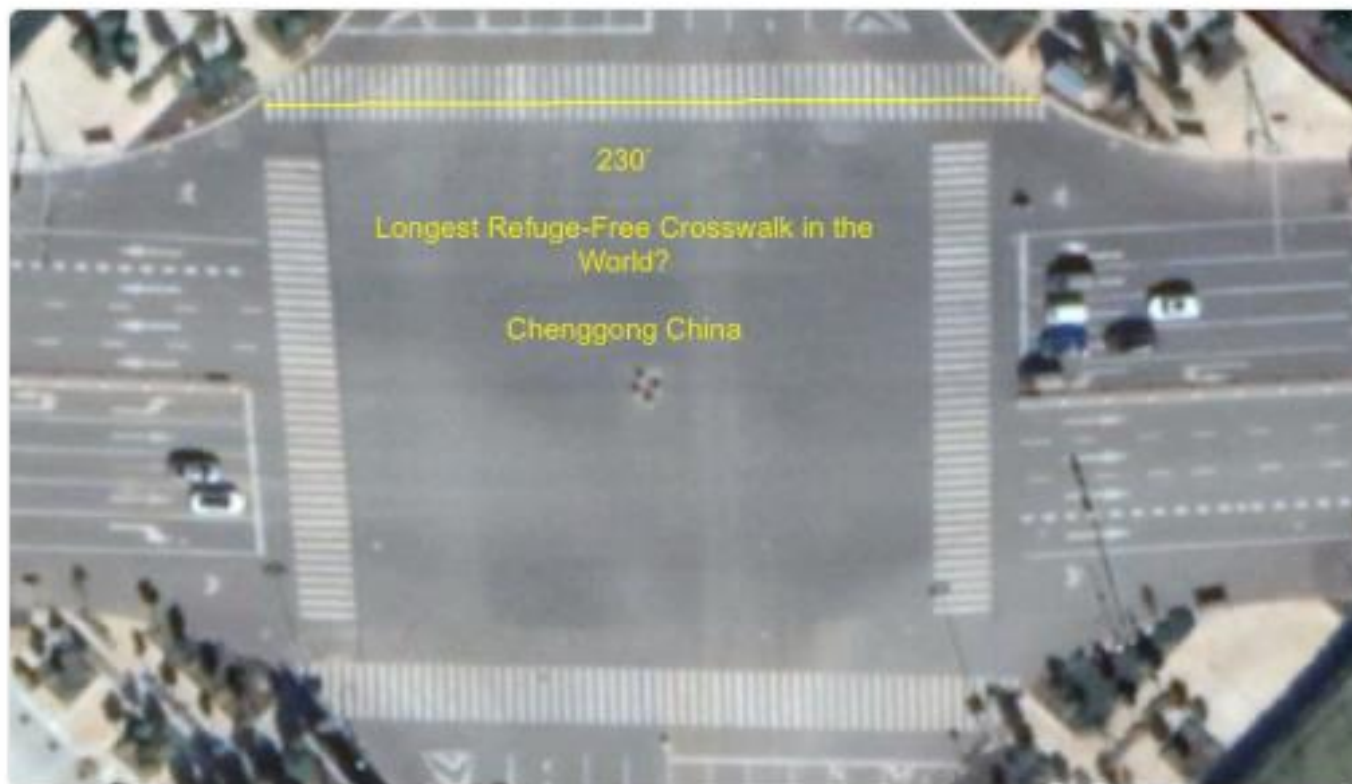




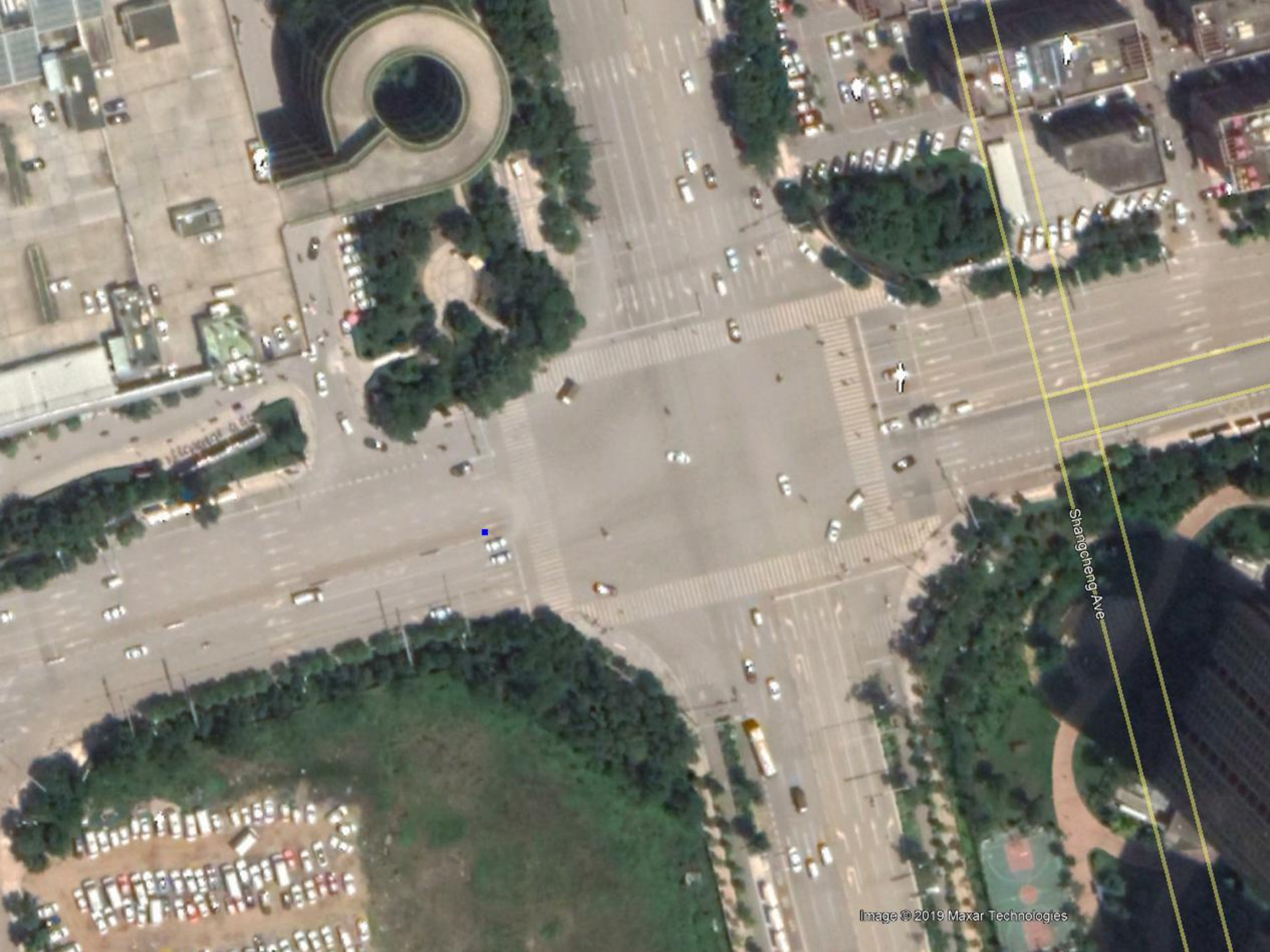
**Chris Cherry** @drchrischerry · Jun 25



I'm on a quest to find world's longest refuge-free crosswalk. Here's one near Kunming, 230'! One of many massive intersections (acre+) in Calthorpe designed town. "small blocks and narrower streets provides tangible benefits for the pedestrian" Yeah right. Nominations? @schlthss







Shangcheng Ave





245'

Shangcheng Ave







Health • Diet • Fitness | Living Well | Parenting • Family

Live TV

U.S. Edition



# Breathing in Delhi air equivalent to smoking 44 cigarettes a day



By Huizhong Wu, CNN  
Updated 9:46 AM ET, Fri November 10, 2017



## Doctors saw an influx of patients complaining of chest pain, breathlessness and burning eyes

**New Delhi (CNN)** — It was early on Tuesday morning when residents in the Indian capital of Delhi first began to notice the thick white haze that had descended across the city.

Initially viewed as a mild irritant, by mid-week its debilitating effects were evident to all, as the city struggled to adapt to the new eerie, martian-like conditions brought about by the pollution.

With visibility severely reduced, trains have been canceled, planes delayed and cars have piled into each other, with multiple traffic accidents reported across the city.

The sense that this is now a city under siege has been enhanced by the unusually [far-reaching actions of the Delhi government](#).







**New**

**LIES ABOUT  
SOCIAL  
SECURITY**  
BY ALLAN  
SLOAN

newsweek.msnbc.com

July 3, 2000 • \$3.50

**WATER ON MARS**  
**New Hints of Life**  
**'ME, MYSELF & IRENE'**  
**The Wild Men of  
Comedy**

# Fat for Life?

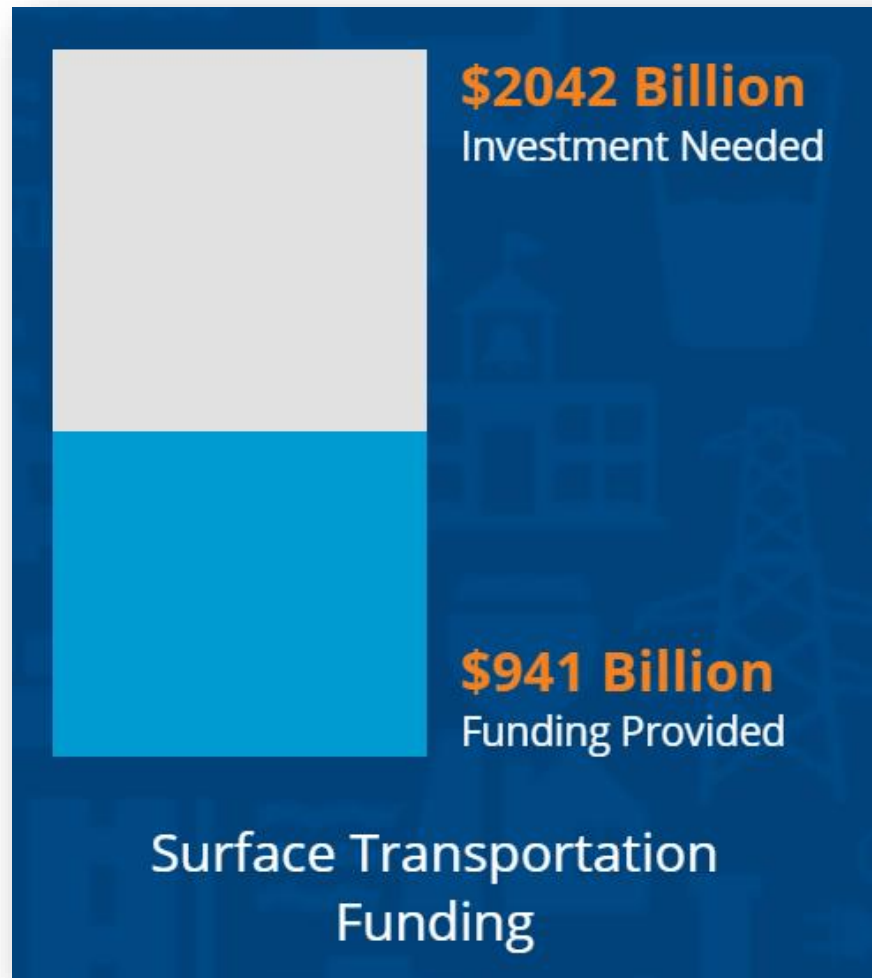
**Six Million Kids  
Are Seriously Overweight.  
What Families Can Do.**

By Geoffrey Cowley & Sharon Begley

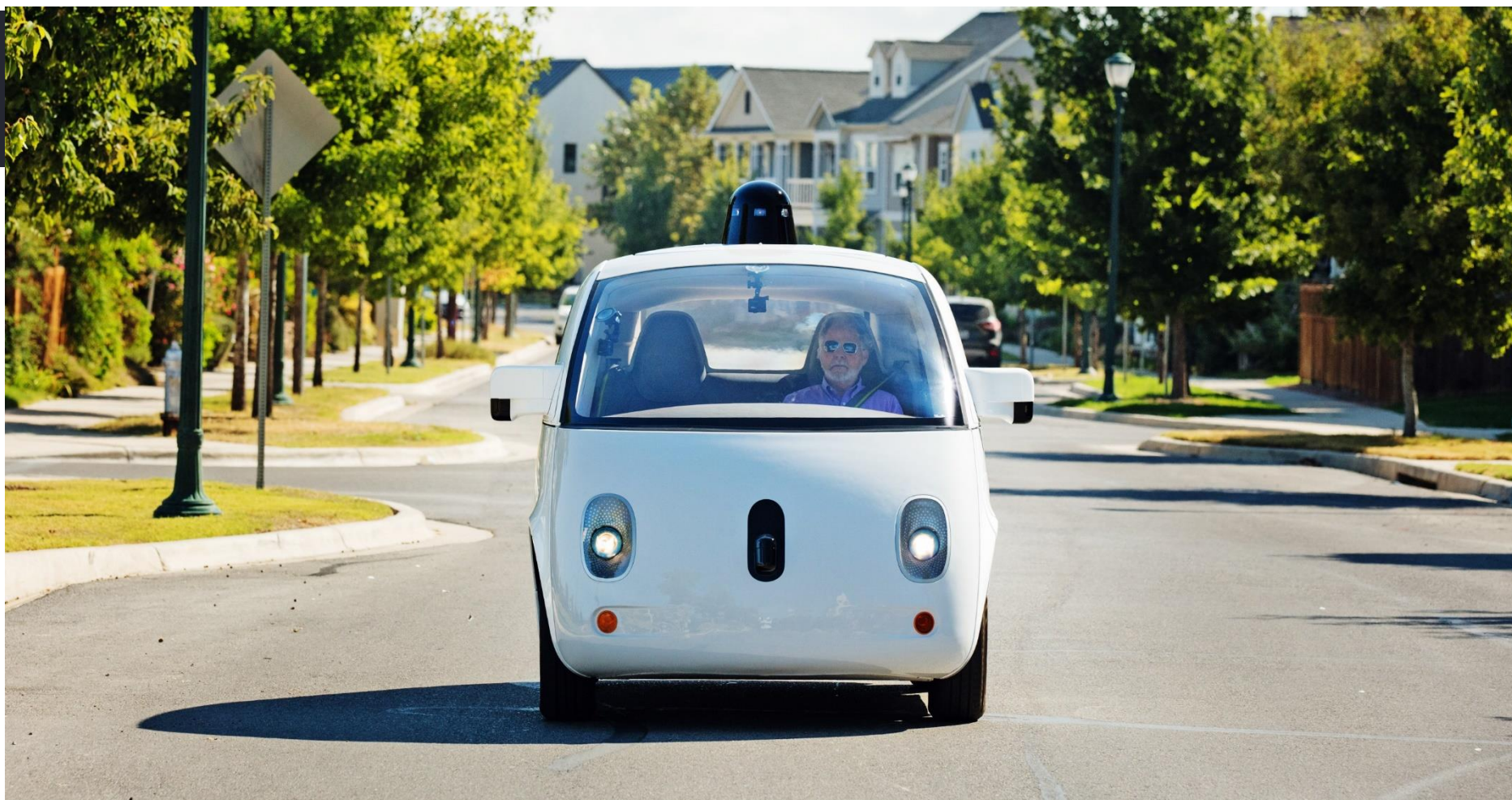




How are we  
going to fix all this?

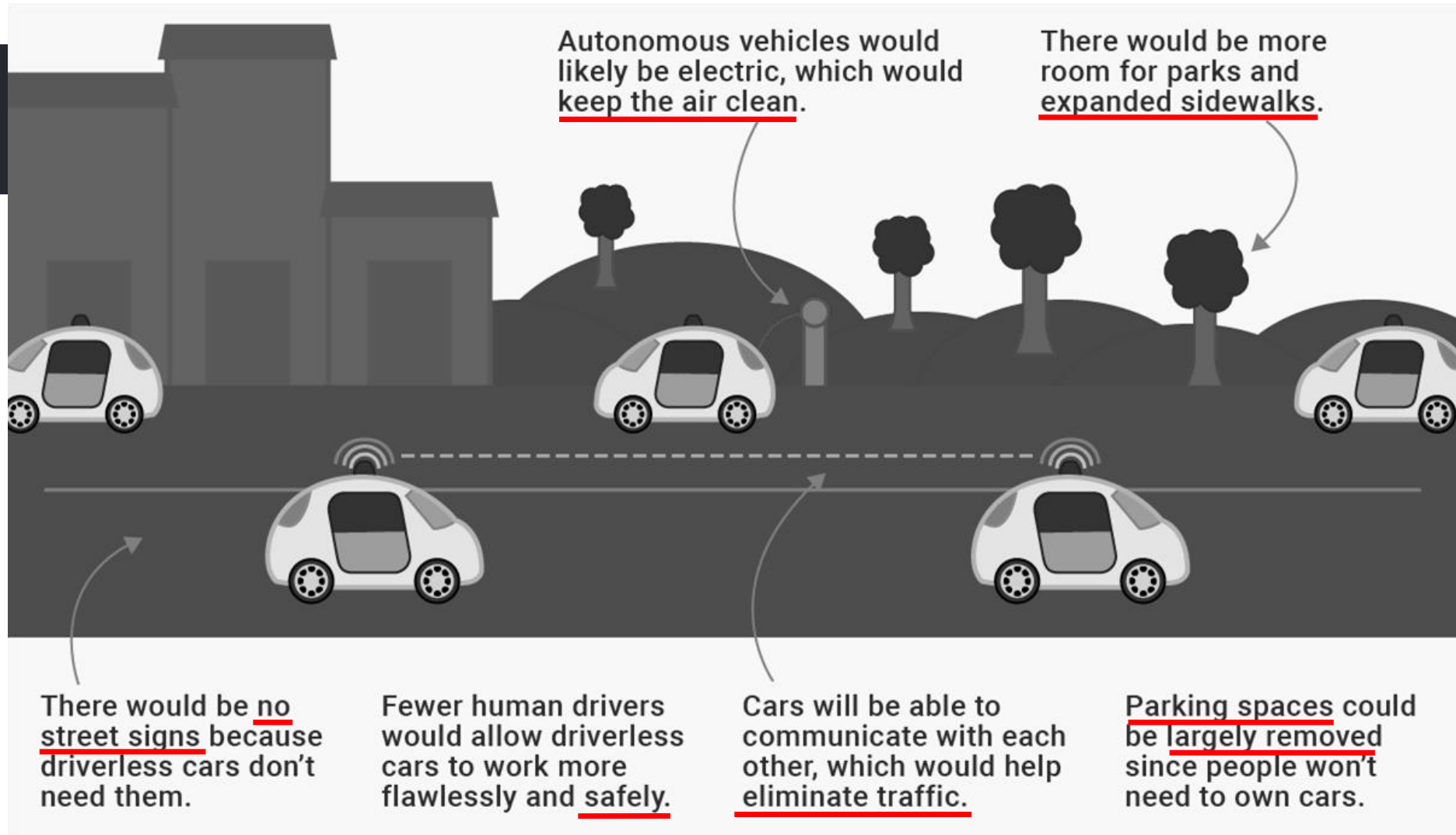


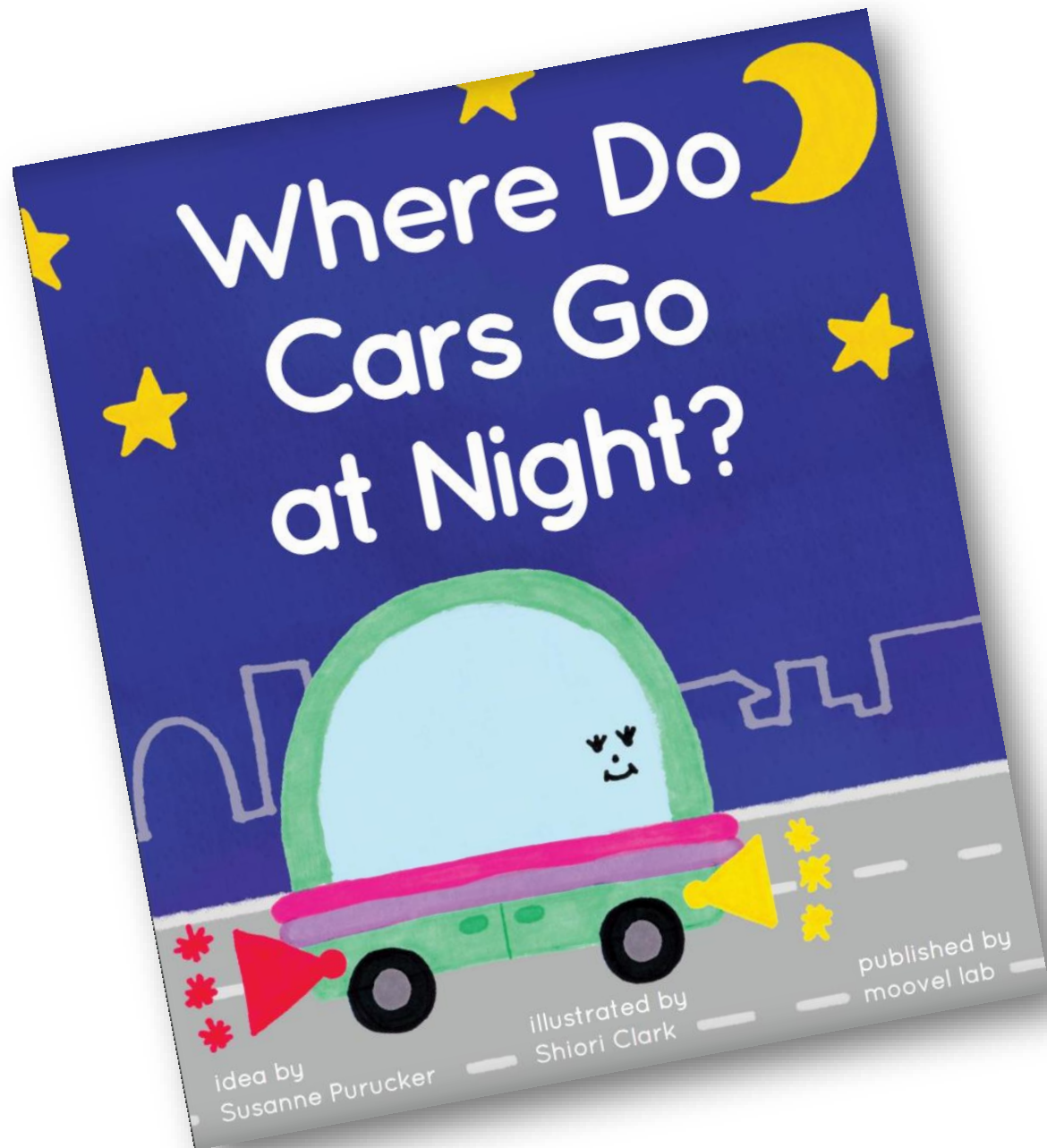




















**HUMAN  
DRIVERS**



**TODAY**

**AUTONOMOUS  
+ HUMAN**



**5-10  
YEARS**

**AUTONOMOUS**



**10  
YEARS**

# BUSINESS INSIDER

## A top Silicon Valley investor predicts that 2 years from now everyone will be chauffeured around in driverless cars on highways



ALYSON SHONTELL  
JUL. 18, 2016, 9:28 AM

Within ten years, roads will be full of driverless cars.

*Maybe* within two, depending on where you're driving.

That's what Chris Dixon, a partner at prestigious Silicon Valley investment firm Andreessen Horowitz believes.

Dixon has written extensively about the future of autonomous vehicles and invested in a number of startups in the space, from self-flying delivery drones to Comma.ai, a company founded by a young man who built a self-driving car in his garage.

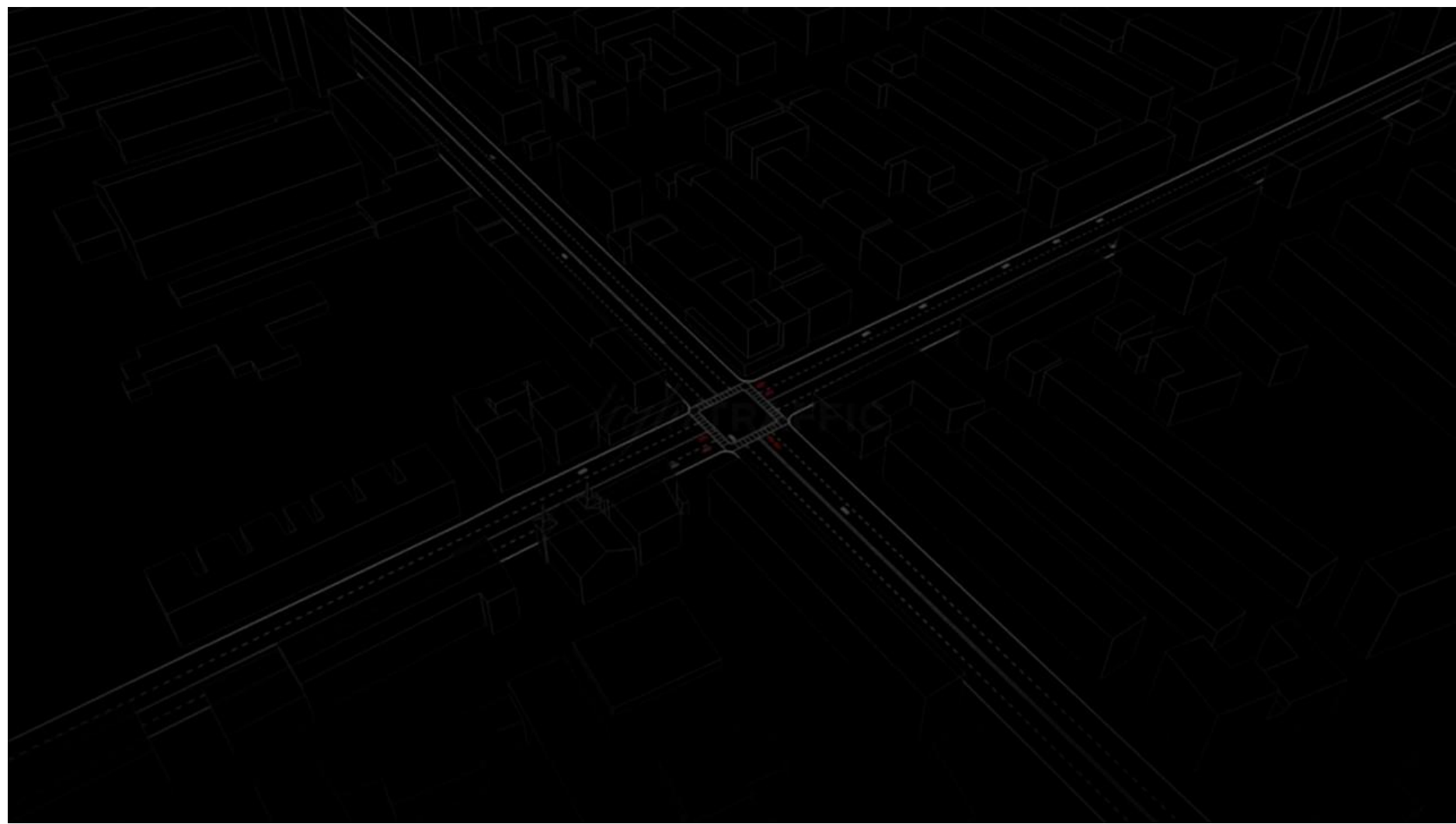
We spent an hour talking with Dixon about the future of autonomous vehicles. The interview has been lightly edited for length and clarity, and broken in to subsections to make it easy to follow.



Chris Dixon/Business Insider



It's not that simple...









\$1.69 Billion

While driving is not exactly  
a Constitutionally protected right,  
it might mirror the gun debate...





Prius  
REPELLENT

500-WDN







SPEED  
LIMIT  
25









Private  
Ownership



Shared Use



Before



After















Historical Precedence



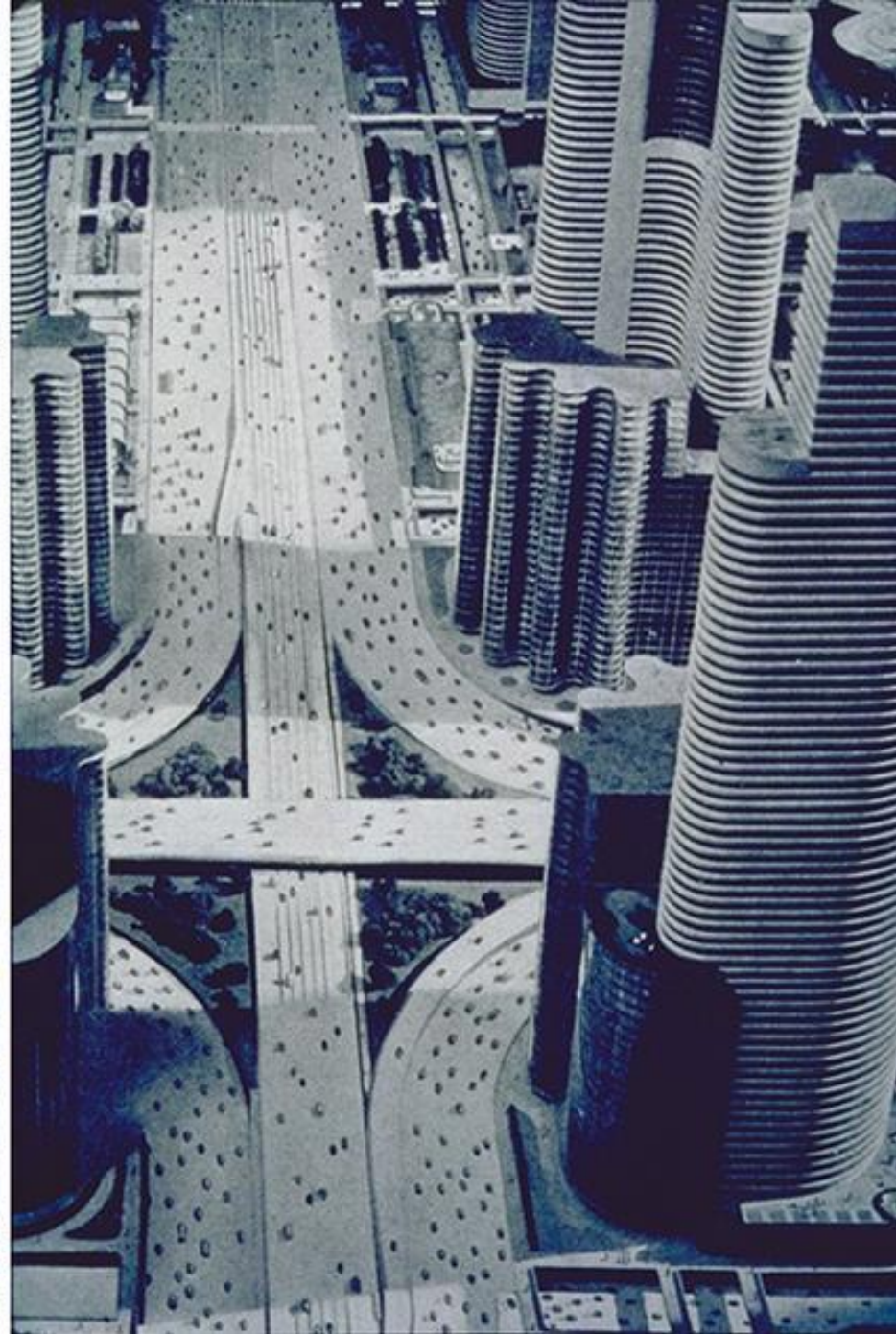
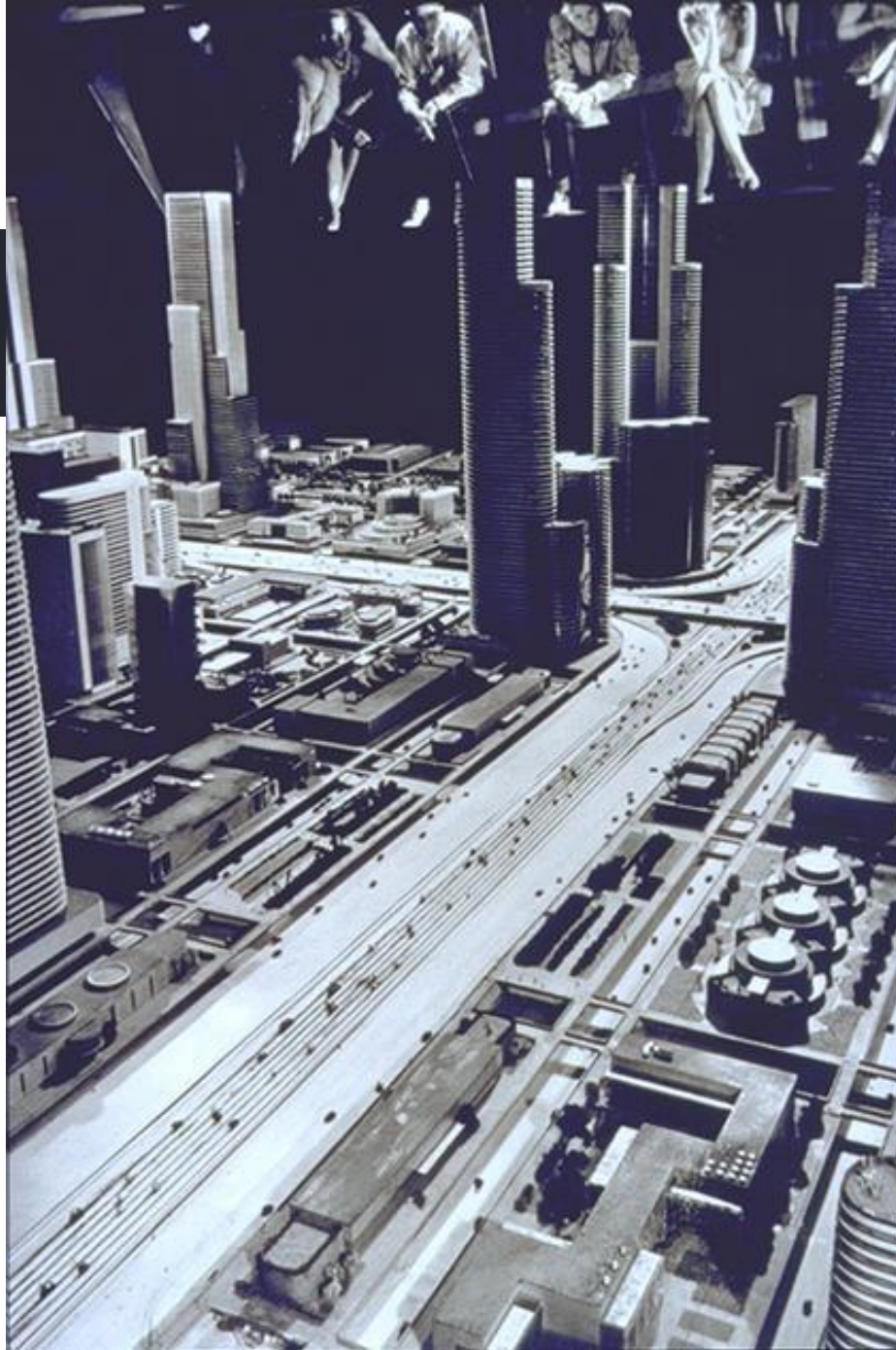


# SEE THE FUTURE FIRST

GENERAL MOTORS *Futurama* NEW YORK WORLD'S FAIR











# *This is the City of TOMORROW—*

*"Pedestrians—  
Express Traffic—  
Local Traffic—  
— each will be given  
a clear path by 1960"*

—predicts **NORMAN BEL GEDDES**,  
authority on future trends

"When traffic delays and confusion seem hopeless, remember that men of vision are working on the problem. Already traffic engineers are planning city streets and country highways free from stop and go . . .

"1. Sidewalks will be elevated—you'll walk and shop ABOVE Main Street, actually cross OVER it.

"2. Local traffic will use the FULL width of the streets below—no sidewalks, no parked cars. Loading and unloading will be done INSIDE the buildings.

"3. High-speed, long-distance traffic will have its own elevated, one-way lanes, no stop lights or intersections."

## **.but TODAY, 4 miles in 5 are Stop and Go**

STOP-AND-GO driving is not only annoying, but also is the costliest kind you do.

One stop can waste enough gasoline to take you 5 city blocks . . . and 30 stops a day is the nation-wide average!

While traffic authorities are planning "The City of Tomorrow," Shell engineers have developed a fuel . . . Super-Shell . . . to meet to-

day's driving problem TODAY

They have found a way to rearrange the chemical structure of gasoline . . . actually to balance it.

Automotive engineers term Super-Shell "motor-digestible," because at all speeds it is converted so QUICKLY, so COMPLETELY into power.

Save by the regular use of Super-Shell. A Shell dealer is near you.

**SUPER-SHELL** 



By 1960, stop-and-go traffic will be a thing of the past via three strategies:

1. Sidewalks will be elevated – you'll walk and shop ABOVE Main Street, actually cross over it;
2. Local traffic will use the FULL width of the streets below – no sidewalks, no parked cars. Loading and unloading will be done INSIDE the buildings; and
3. High-speed, long-distance traffic will have its own elevated, one-way lanes, no stop lights or intersections

- Norman Bel Geddes, 1937

Did it Work?



























# Tesla is still struggling with Model 3 production

by Jackie Wattles @jackiewattles

🕒 January 3, 2018: 7:29 PM ET

👍 Recommend 79



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What is the real  
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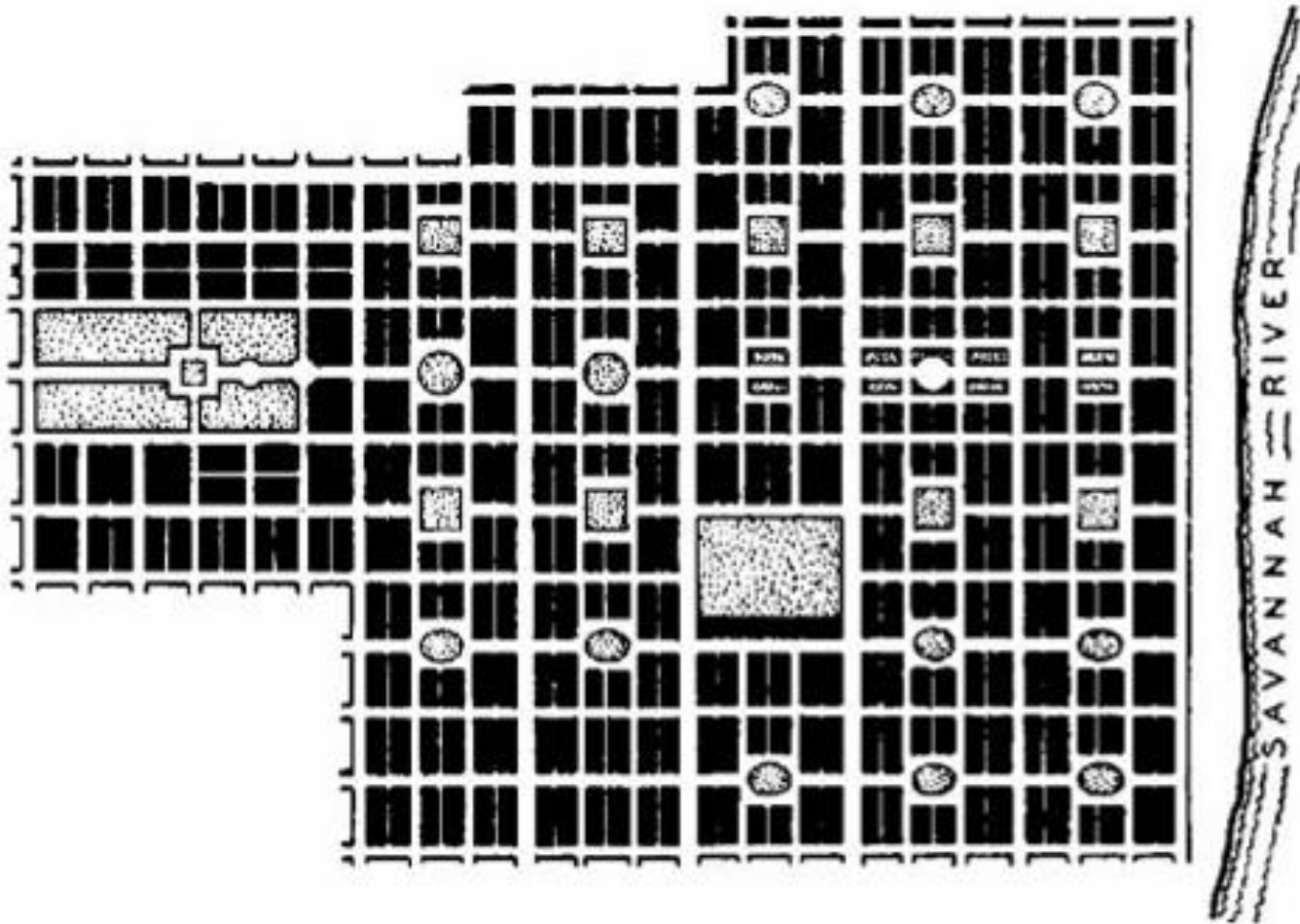




There is a reason  
why our simplest  
streets and patterns  
have worked for  
hundreds of years



# Savannah, 1733



















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# Poland





# Denver





**YES,**

**WE CAN DO BETTER**



AMERICAN ST

NO PARKING  
ANY TIME





2012





Today



MARKETS

# So You Make \$100,000? It Still Might Not Be Enough to Buy a Home.

A record number of six-figure-income families rent, as student debt and meager savings cloud their financial future

By [Ryan Dezember](#), [Laura Kusisto](#) and [Shane Shifflett](#)

Oct. 15, 2019 10:30 am ET

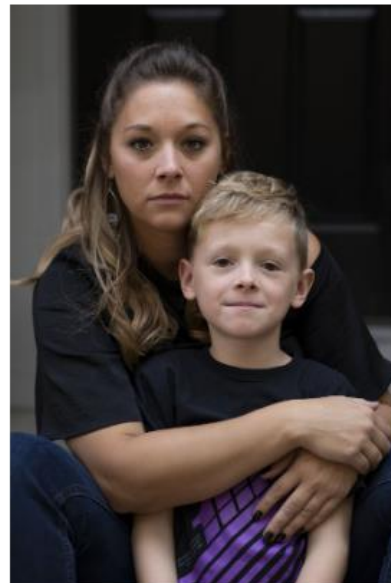
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DENVER—For Janessa White, the American dream of a red brick house on a tree-lined street blocks from a good elementary school remains obtainable. She just has to rent it.

Ms. White and her boyfriend moved with her 7-year-old son from Missouri to Denver last year. In Missouri, Ms. White owned her home, which she bought for a little over \$100,000. To buy a house like the one she rents in Stapleton, an affluent section of the Colorado capital, would cost about four times as much. Even though her household's income is in the low six-figures, homeownership is daunting in Denver.

"It's hard not to want to buy," she said. "Saving for a huge down payment seems almost impossible."

Ms. White's household is part of a growing camp: high-earning Americans who are renting instead of buying homes. In 2019, about 19% of U.S. households with six-figure incomes rented their homes, up from about 12% in 2006, according to a Wall Street Journal analysis of Census Bureau data that adjusted the incomes for inflation. The increase equates to about 3.4 million new renters who would have likely been homeowners a generation ago.



"I can't think of anyone we've rented to recently who didn't make \$100,000," said Bruce McNeilage, who owns 148 rental homes around the Southeast and is building 118 more.

[As more people forgo homeownership](#), there is a risk that America's already-wide wealth gap gets worse. Home-price appreciation has historically been the way most middle-class Americans accumulated wealth. When real-estate values rose steadily in the decades after World War II, middle-class wealth surged, according to a new analysis of consumer survey data from the University of Michigan going back to the late 1940s.

"Houses are the democratic assets, roughly half of housing wealth is owned by the middle class,"





Ms. White and Owen ride bikes at the local elementary school. PHOTO: RACHEL WOOLF FOR THE WALL STREET JOURNAL



Houses in Denver's Stapleton neighborhood, PHOTO: RACHEL WOOLF FOR THE WALL STREET JOURNAL



**BUT IT'S UP TO YOU...**

What does CNU bring to the table?

What is our value add to the conversation?



What are other folks doing?

What is nobody doing?

Where does CNU fit?

What is missing from  
the conversation that we  
– the people in this room –  
uniquely bring?



# CNU TRANSPORTATION SUMMIT CALL TO ACTION!

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