

The Future of **Mobility** in Denver?



@BrentToderian
@TODUrbanWorks

**Bloomberg
Businessweek**

**IT'S GLOBAL
WARMING,
STUPID**



NEW YORK

The City and the Storm
Starting on p. 47



TODERIAN UrbanWORKS

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Rethinking Hospital Restraints
By Ravi Parikh



The Wonderful, Weird Economy of Burning Man
By Elizabeth Limbach



The Pain of Drug
By R. O'Brien

Do We Look Fat in These Suburbs?

People in dense cities are thinner and have healthier hearts than people in sprawling subdivisions. New research says the secret is in the patterns of the streets.

JAMES HAMBLIN | AUG 13 2014, 8:15 AM ET

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491

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(Everett Collection/Shutterstock/The Atlantic)

Just seeing someone wearing a Fitbit makes me nervous. I'm told I have a tendency to become "obsessive." A count of steps or calories burned would be a destructive competition, just one more thing haunting quiet moments telling me I could be



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HEALTH & WELLNESS

Life / Health & Wellness

GTA's top doctors join forces to encourage cities to plan for built-in exercise

Urban planning should encourage walking, cycling and use of public transit to battle chronic disease, public health doctors say.

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TORONTO STAR FILE PHOTO

A group of medical officers of health are encouraging governments to spend more money on integrated transit to get people out of their cars to save lives.



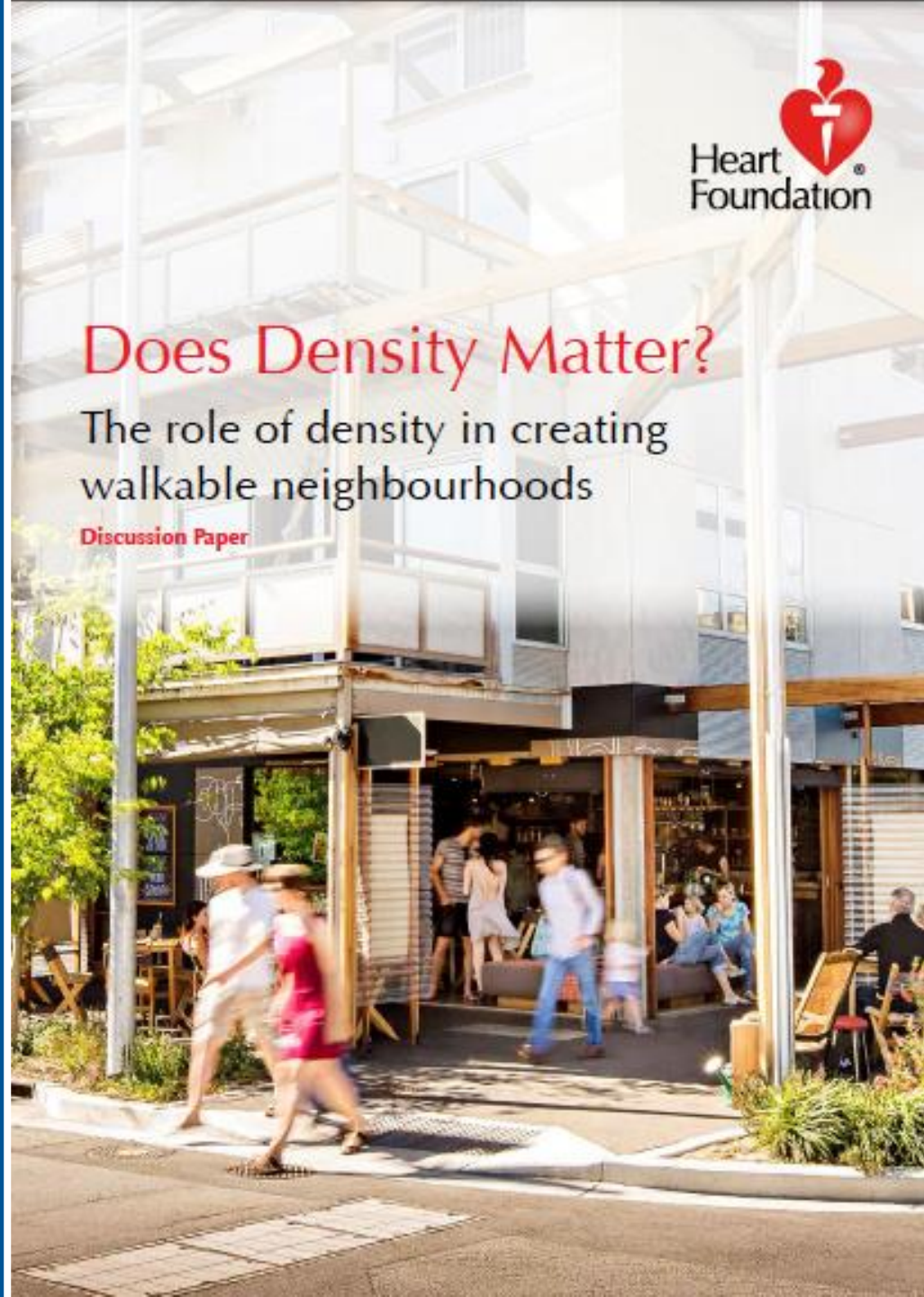
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- ▶ Rc

Does Density Matter?

The role of density in creating
walkable neighbourhoods

Discussion Paper





HRM sprawl could cost extra \$3B for municipal services

Former city official says strain is an alarm bell

CBC News Posted: May 03, 2013 8:54 AM AT | Last Updated: May 03, 2013 11:09 AM AT

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A former finance director of the city of Halifax says a new report on urban sprawl is a wake up call as the region tries to expand services.



The report says the city could save billions if it focuses on developing urban areas. (CBC)

The study by Stantec says Halifax could save up to \$3 billion over the next 18 years the city can get a handle on sprawl.

The study was conducted as part of a review of the municipality's

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ARTICLES



How Millennials Move: The Car-Less Trends

Related
 SMART GROWTH
 ON COMMON GROUND

By G.M. Filisko

With drastically different views of transportation from those of the generations that came before them, millennials are transforming communities and the developments that shape them. The still-unanswered question is whether that's a short-term or a permanent transformation.



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Millennials own fewer cars and drive less than their predecessors. They'd rather walk, bike, car-share, and use public transportation – and want to live where that's all easy.

More Like This

State Tackles Vacant Property...

'Broken-Hipsters' flood the urban environment

Baby boomers are rejecting the peace and quiet of the suburbs in favor of trendy urban developments aimed at younger buyers. But not everyone's happy to see 'mom' moving in.



Seniors, Couples, Singles, and Lots of Families choosing **urban living!**



Surprise! Downtown living's fine for families — as good as the suburbs, these folks say



Meet the Huntleys, living happily in north False Creek. From left, mom Tanya; Simon, 13; Johnny, 6; Charlie, 2; Emma, 10; and dad Robert. They love the lifestyle and they're far from alone: Many say the mix of people — singles, seniors and families — as well as the amenities and the slow pace of life make downtown their choice. Find out why: [Story, B1](#)



At some point during this talk,
most of you will be thinking the 8
most unhelpful words in the
english language...



“We could never do **that**
in our city!”

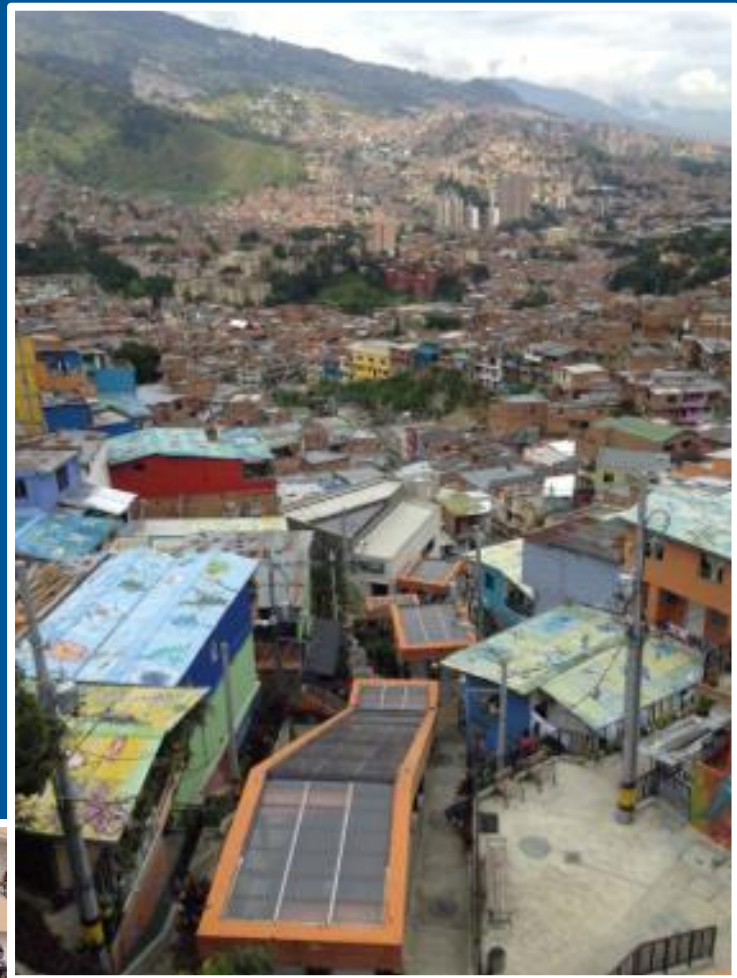


Vision, will, skill, &
FOLLOW-THRU.



Medellin builds “Social Infrastructure”







“The pedestrian is the centre of the city.”



Para Brent Toderian, Medellín debe escuchar más las voces ciudadanas en su plan vial. FOTO ROBINSON SÁENZ

Compartir 165 Twitter 57 +1 2 Share 18 A+ A- Print Email

Los peatones son el centro de la ciudad

El privilegio del desarrollo urbano está en su propuesta peatonal y de uso de la bicicleta, no en los vehículos.

Por **JUAN FELIPE SIERRA SUÁREZ** | Publicado el 6 de octubre de 2013

Una de las personas con mayor prestigio internacional en el tema de desarrollo urbano en el mundo es *Brent Toderian*, exdirector de Planeación de Vancouver (Canadá) y actual consultor internacional, quien visitó la capital antioqueña atraído por su nuevo sello de innovadora internacional.

Toderian es un apasionado y defensor de lo creativo, vibra con la construcción de ciudades, es el presidente fundador del Consejo Canadiense de Urbanismo (Canu), columnista habitual de radio en la emisora CBC de Vancouver, miembro de varios consejos directivos de instituciones relacionadas con ciudades. y un habitual columnista del diario *Huffington Post*. Es un codiciado



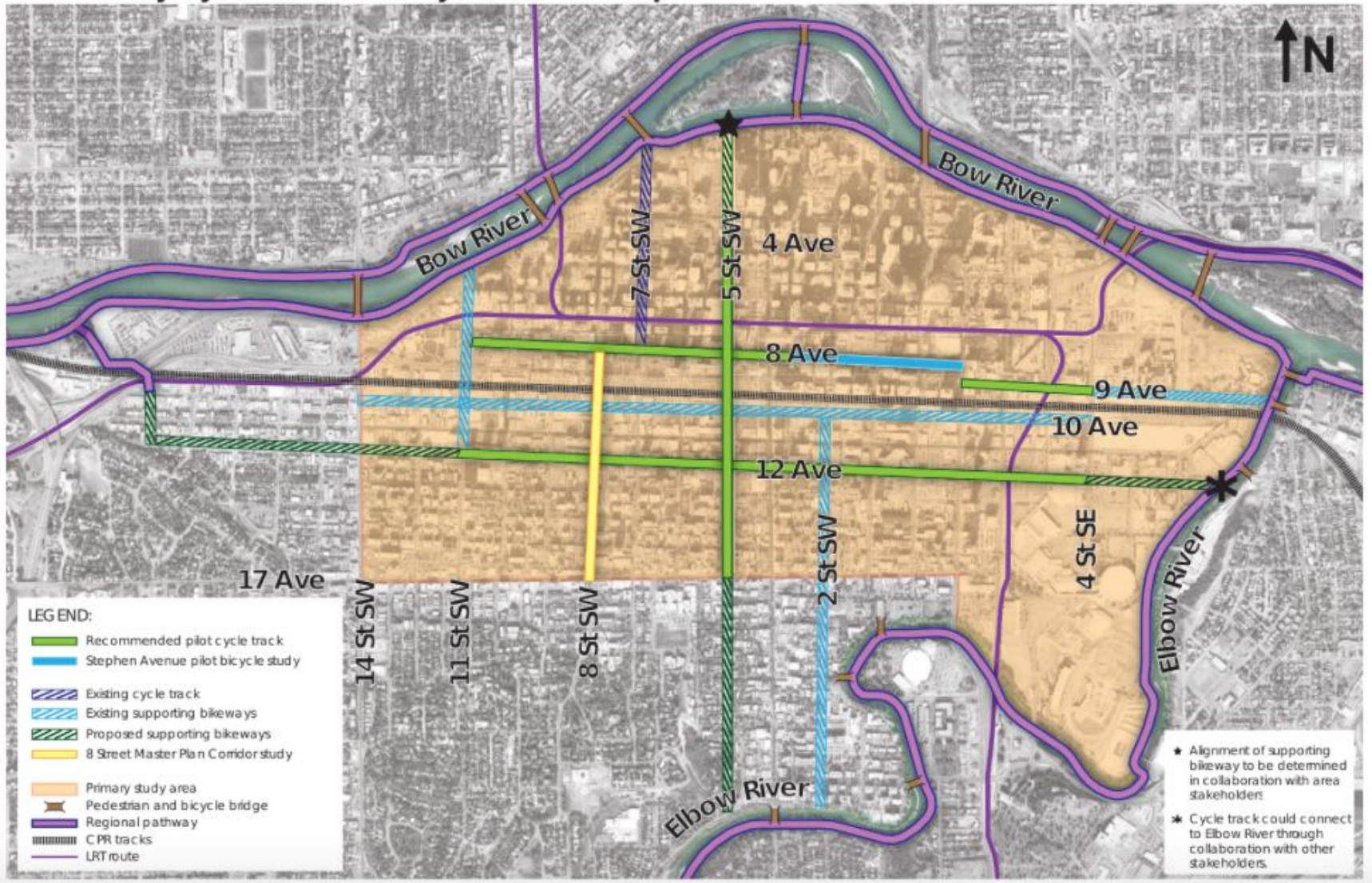


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2013 MAYOR'S URBAN DESIGN AWARDS



Centre City Cycle Track Pilot Project Network Map



The evolution toward **smart** planning:

- 1) doing the wrong thing.
- 2) doing the wrong thing "better."
- 3) Trying to have your cake & eat it too.
- 4) doing the **right** thing.

Where is **your city** today?





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SCIENCE | induced demand | traffic engineering | What's Up With That

What's Up With That: Building Bigger Roads Actually Makes Traffic Worse

BY ADAM MANN 06.17.14 | 6:30 AM | PERMALINK

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Stuart Dee/Getty

Building
bigger roads
makes traffic
worse.



"Adding car lanes to deal with traffic congestion is like loosening your belt to cure obesity."

- Lewis Mumford, 1955.

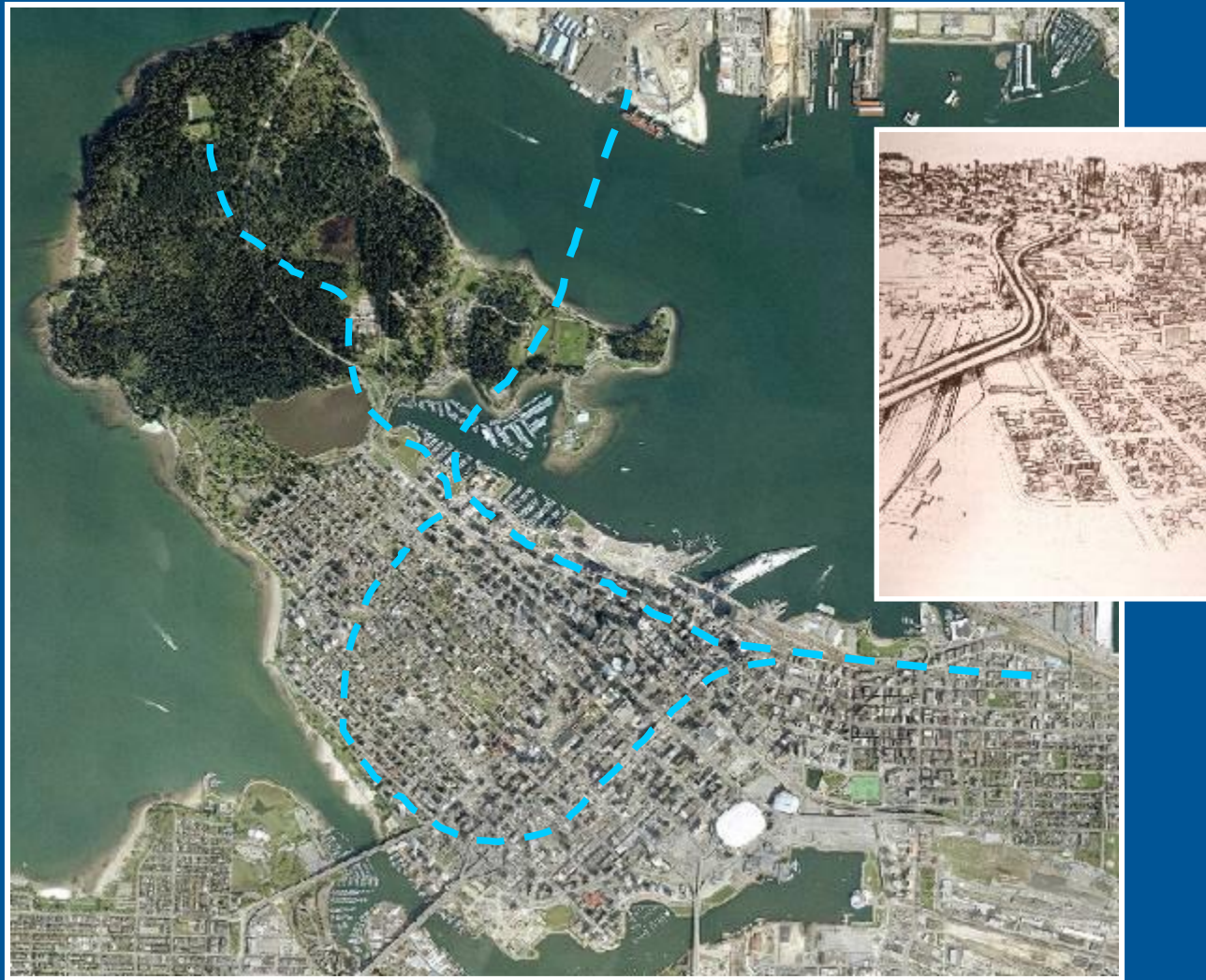


The Law of Congestion:

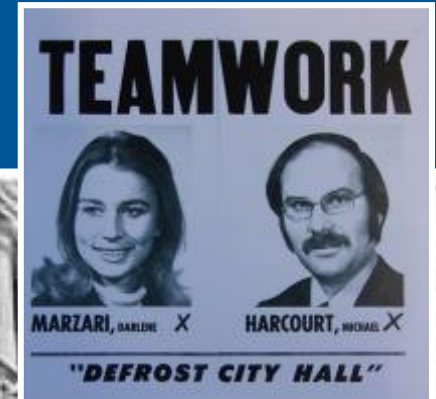
“Building more highways doesn’t REDUCE traffic – it does the OPPOSITE! It increases the volume of motorists and generates even more traffic.”



The most important decision Vancouver ever made.



Freeway **opposition** & protests (1960s/70s)



Progress doesn't just depend on **starting** the **right** things. It depends on **stopping** the wrong things & **fixing** the mistakes.



6 Freeway Removals That Changed Their Cities Forever



Alissa Walker

Filed to: TRANSPORTATION Wednesday 10:00am

332,327 🔥 40 ★



It seems counterintuitive, right? Rip out eight lanes of freeway through the middle of your metropolis and you'll be rewarded with not only less traffic, but safer, more efficient cities? But it's true, and it's happening in places all over the world.



Freeways Without Futures

2017

› I-70, Denver, Colorado









“The Years of the Warlords”



Land Use



Transportation



“The Years of the Warlords”



Land Use

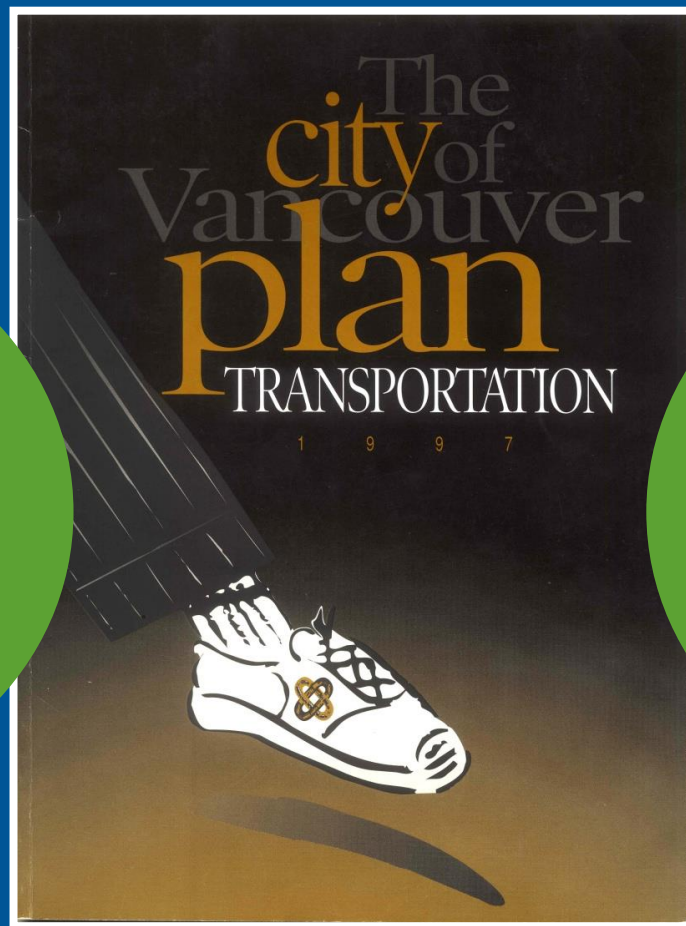


Transportation



Collaboration & Synergy (Plan-gineers!)

Land Use



Transportation



The best
transportation plan is
a great land use plan!



Vancouver's Movement Modes, Prioritized

#1



#2



#3



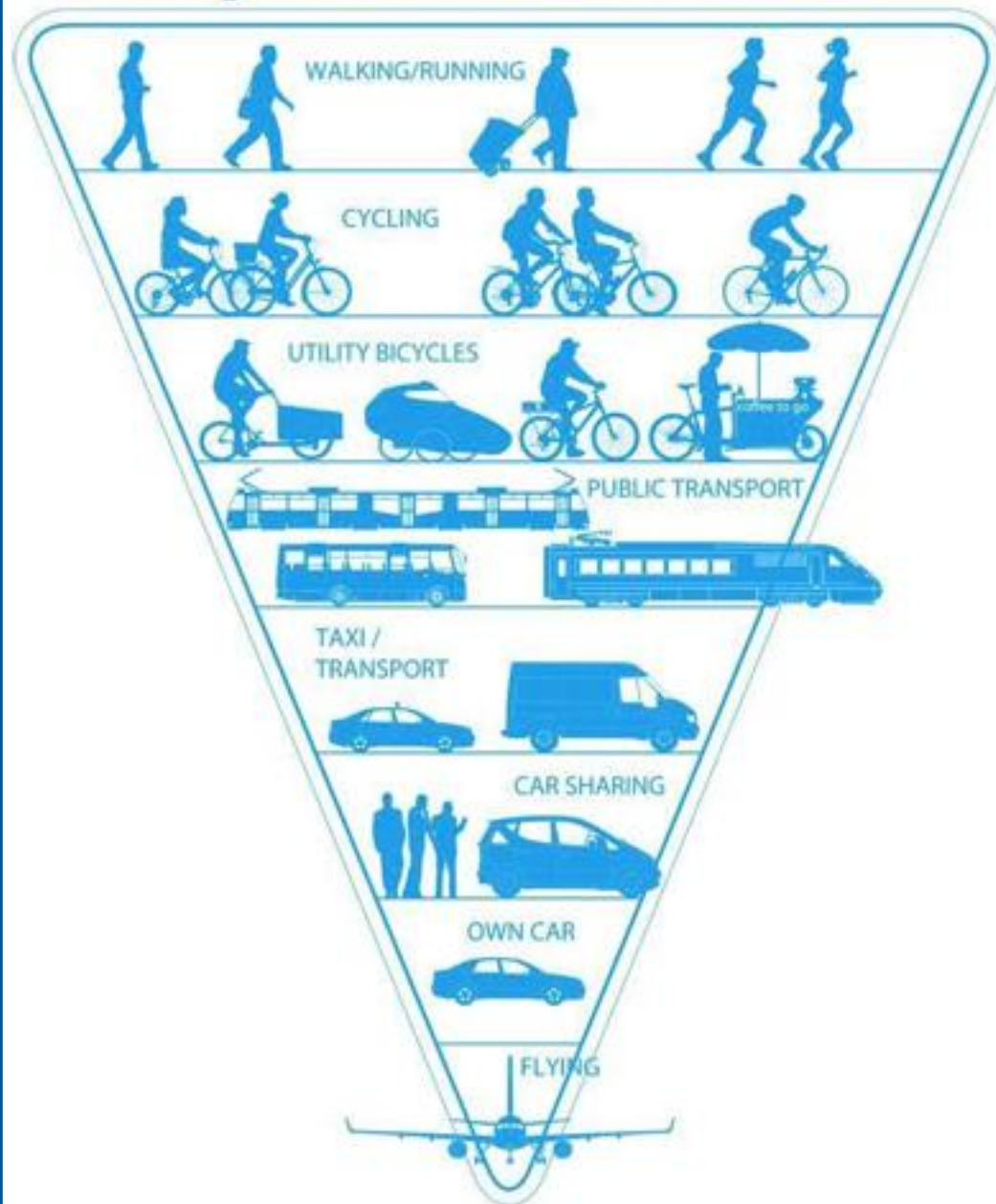
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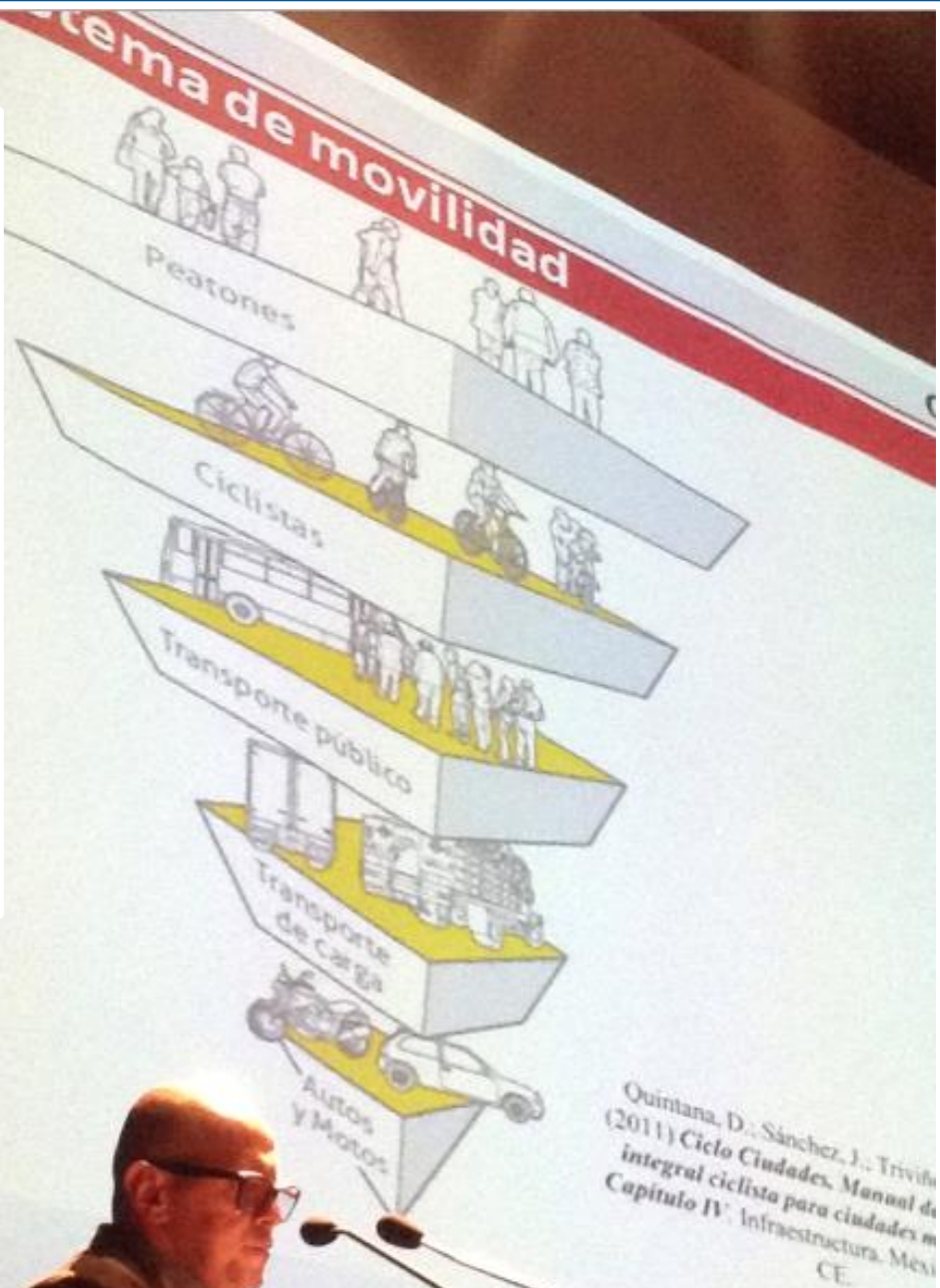
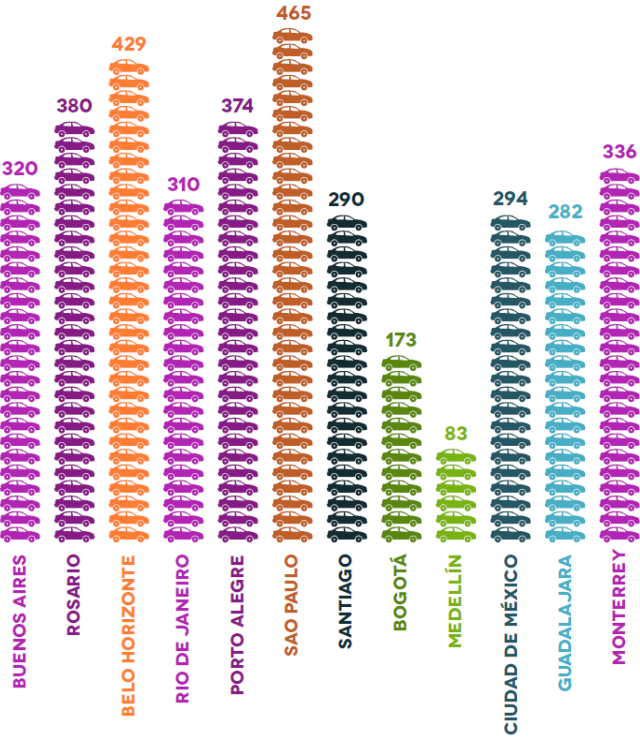
#5



THE REVERSE TRAFFIC PYRAMID
BY
bicycle innovation lab



VEHÍCULOS MOTORIZADOS / 1000 HABITANTES



If you design a city for cars, it fails for everyone, INCLUDING drivers.

If you design a multi-modal city, it **works better** for everyone, INCLUDING drivers.



“I like cars. But I don’t want to design my life, all of our lives, around cars.

I want **choice.**”






Transportation 2040

Plan as adopted by Vancouver City Council on October 31, 2012





***"Good cities know
that streets are for
people, not just cars.
Great cities know that
streets are places to
linger & live, not just
move through."***

- Brent Toderian



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Sydney, AU

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OPINION

BRENT TODERIAN's blog

Let's Make Sticky Streets for People!

Tuesday, June 17, 2014 - 12:00pm PDT by BRENT TODERIAN
Transportation

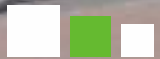
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Brent Toderian / Planetizen

Sticky
Streets
For
People!

Done well, Density uses “the power of **nearness**”



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Walking infrastructure: horizontal AND vertical



SIDEWALK ROOM// BUILDING WALL PLANE

Fire escapes and balconies*

Building height and setback*

Lighting

Shading devices*

Signage*

Canopies/awnings*

Entrances*

Security gates*

Transparency*

Architectural articulation*

Outdoor uses*

Land use*

Length of lots/frontages*

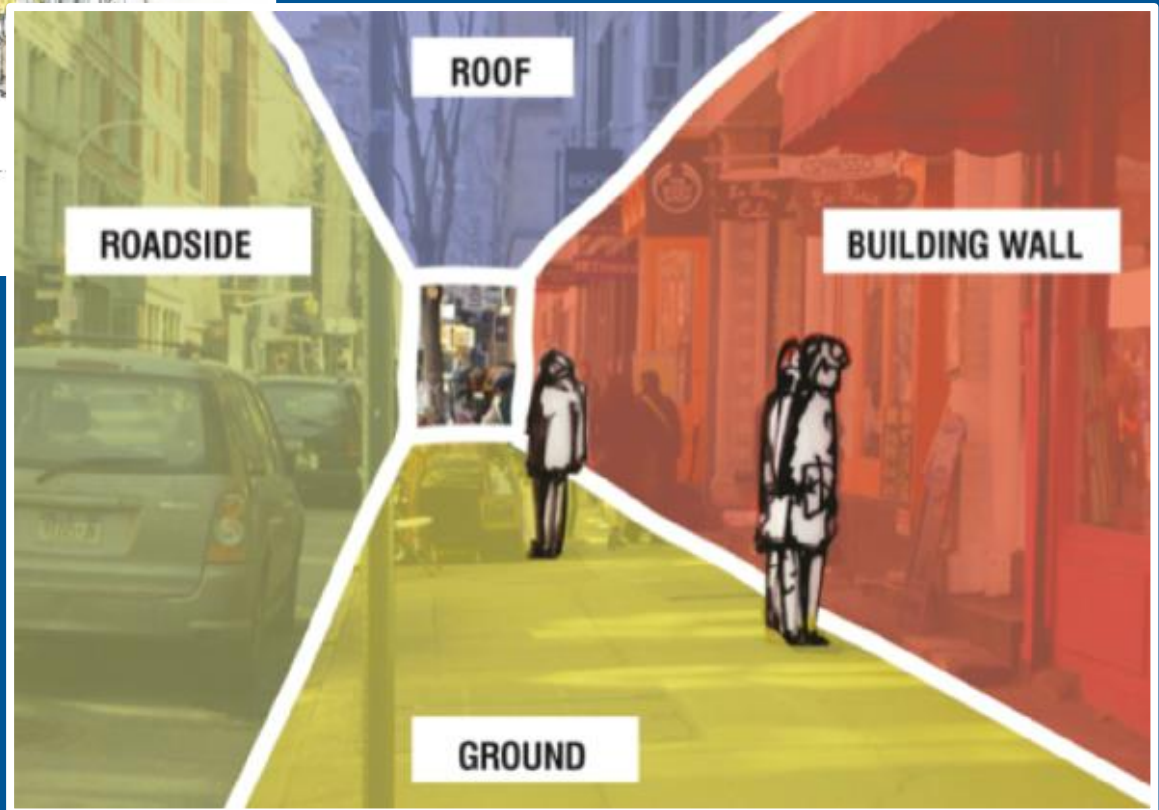
Front yard planting*

Off-street parking*

Ground floor setback*

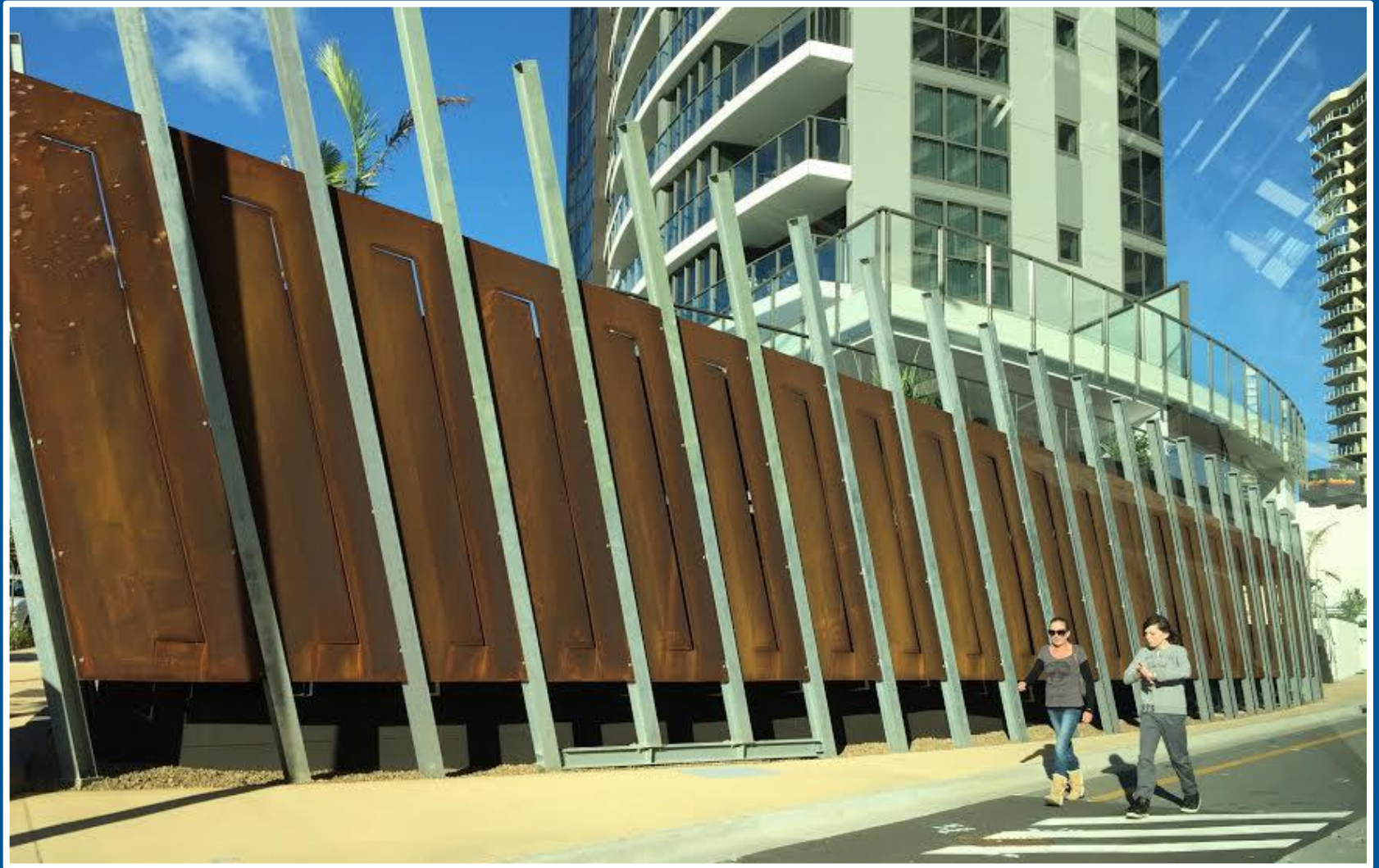


** These elements are affected by zoning regulations*





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THE TIMES Cities fit for cycling

THE TIMES | Cities fit for cycling homepage | Join The Times campaign

Welcome to the age of the bike: cyclists 'must be first' as car use passes its peak

Article Graphic: wheels of change



Philip Pank Transport Correspondent
Last updated at 12:01AM, November 6 2012

Years of falling traffic volumes suggest that car use has passed its peak and may have entered a long era of decline, a growing body of officials from the Department for Transport and London's City Hall believe.

In Central London, traffic fell by 19 per cent between 2000 and 2009
Peter Macdiarmid/Getty

JUST 99¢ FOR 4 WEEKS OF A TIMES DIGITAL

One Way Around the Traffic Muddle in Brooklyn: Riding a Bicycle



Benjamin Norman for The New York Times
Many frequent bike commuters said that, with sparse traffic in downtown Manhattan, conditions for biking were better.
By KATE TAYLOR
Published: November 1, 2012

In post-storm New York, the bike is having a moment of sorts. [FACEBOOK](#) [TWITTER](#)

Biking is an **extension of walking!**
Still a form of nearness...



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Brent Toderian [♥ Become a fan](#)



City Planner + Urbanist, TODERIAN UrbanWORKS, Former Vancouver Chief Planner



Chris Bruntlett [♥ Become a fan](#)



Modacity Co-Founder, Bicycle Urbanist

In Praise Of The Upright Bike

Posted: 09/16/2014 4:57 pm EDT | Updated: 11/16/2014 5:59 am EST

3.8K
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591

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28



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Chris Bruntlett



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New separated bike lanes are key to higher bike share





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News / Vancouver

Pro-bike lane shirt has some teed off



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Where many cities WANT to be - Biking is **MORE** than just moving people. Culture, Texture, Place!



I didn't stage this!





BEST USE OF TAXPAYERS' MONEY/WORST USE OF TAXPAYERS' MONEY: BIKE LANES

...ve 'em or hate 'em, we just can't seem to get away from the great bike-lane debate. The more than \$4 million in municipal funding that went into completing separate dedicated bike lanes on Duane, Mission, and Franklin Streets in San Francisco for Best

OPINION

BRENT TODERIAN's blog

Enough with Bikes vs Cars – It's about Better Cities!

Monday, October 22, 2012 - 3:20pm PDT by BRENT TODERIAN



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905



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Like

345

A few weeks back, I watched with concern Toronto having a rhetoric-heavy debate about removing the relatively new bike-lane on Jarvis Street. Last minute efforts to save the bike-lane **were ultimately unsuccessful**, although as small consolation, Council chose not to use bike-lane infrastructure funds to remove it – a previous intention that had been seen as adding budgeting insult to active mobility injury.

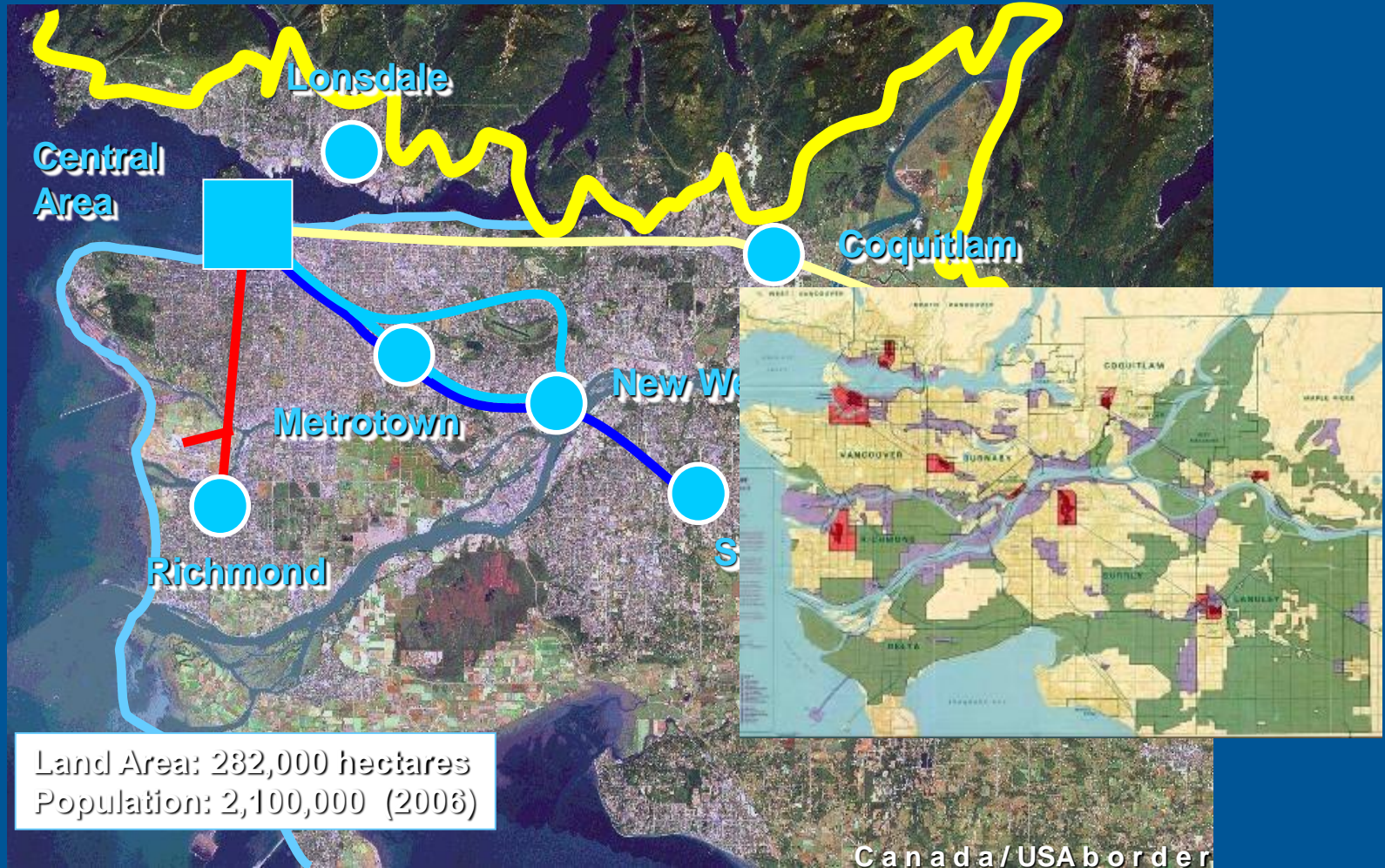


Blogger





Our Regional Context: planning a **complete** Region



Collingwood Village



Retrofitting aging malls for T.O.D





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Before



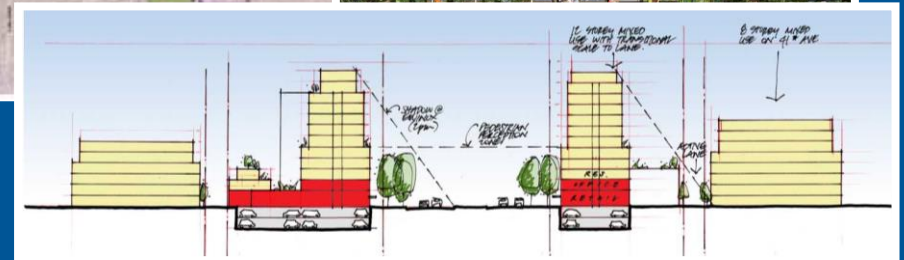
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After



Not so much transit corridors, as corridors of urbanism.. (walking, biking, transit through “completeness”)





Brent Toderian, director of planning for the City of Vancouver, prepares to drive a car-share vehicle. Car sharing programs can help local homeowners live a greener, more affordable lifestyle.

Go green: give up a car

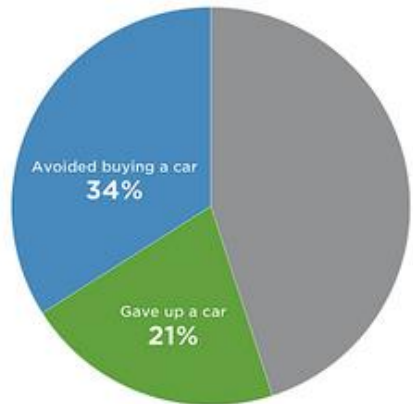
Metro Vancouver builders help provide a **sustainable** lifestyle
TRICIA LESLIE

Local builders are actively participating in helping homeowners reduce their carbon footprint, as building new homes and communities with green, sustainable practices is now fairly commonplace in the region.
Several new-home projects in Metro Vancouver

At ParkLane Homes' 'The Block' in Vancouver, homebuyers were offered a free Zipcar membership – and access to two nearby Zipcar vehicles – when they purchased a home there.
A Vancouver bylaw, updated in 2009, helps promote this process by allowing developers

Benefits of Car Sharing

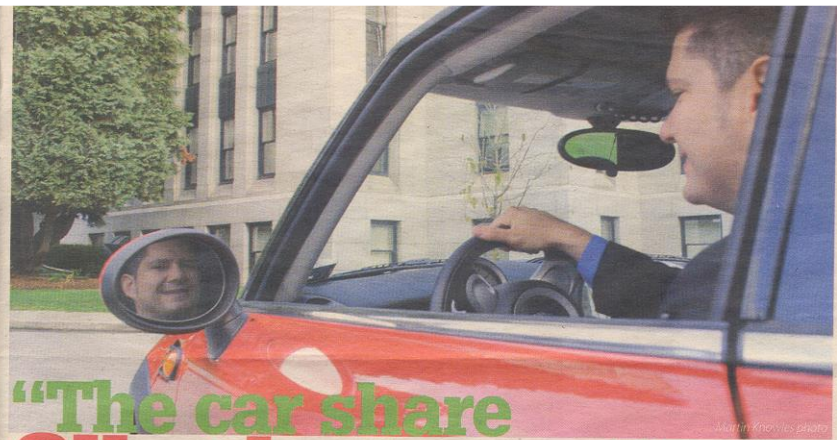
Car sharing makes it easier to go car light or car-free, since members still have access to a car when they really need one.



More than **1 in 5** people who join carshare give up a car, and more than **3 in 10** avoid buying a car altogether.

One shared vehicle replaces up to **20** personally owned vehicles

“A car that’s parked but not used still adds to our carbon footprint.”



“The car share fills that gap”

Off the front: “A car that is parked but not used still adds to the carbon footprint.” – Brent Toderian



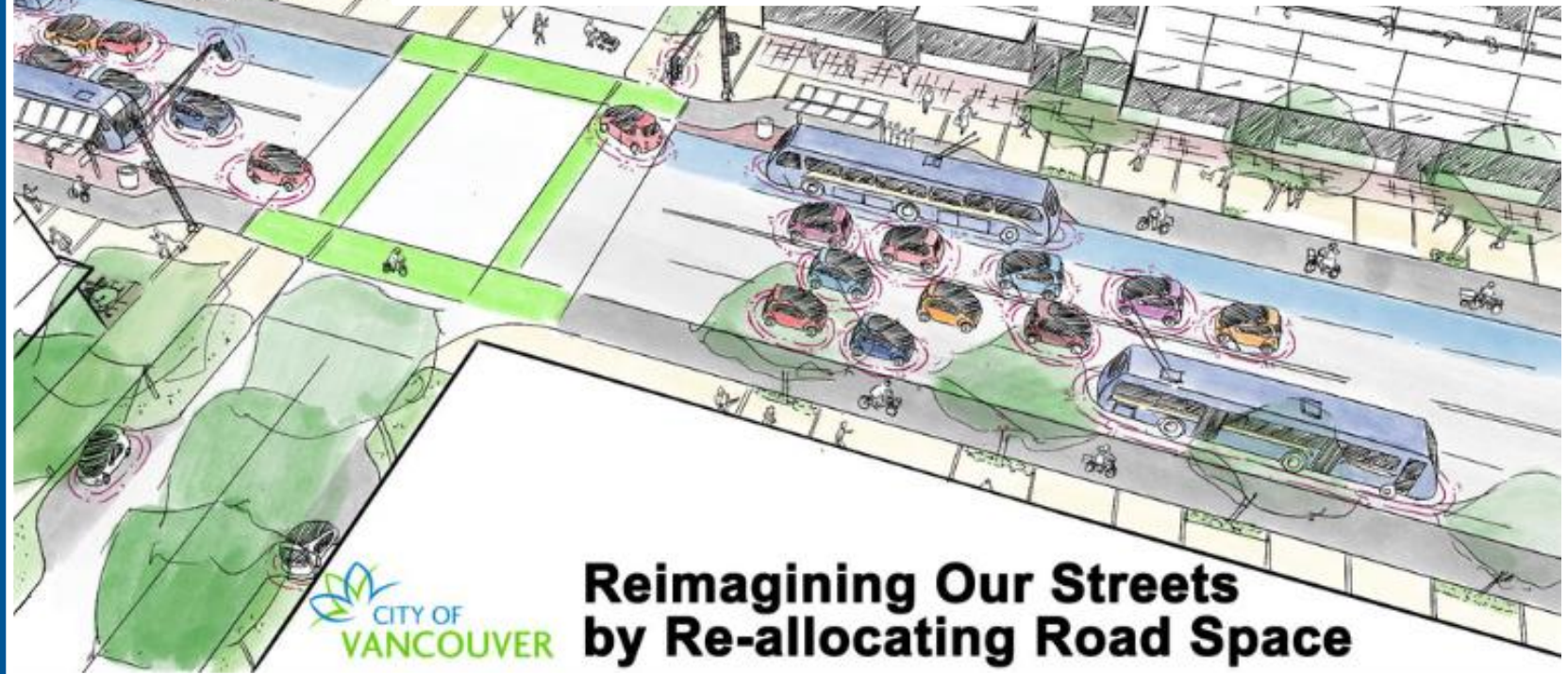
“I’m able to do a lot of my day-to-day errands by walking or by bicycle,” Knowles says, estimating he uses TCC about once a week or less. “The co-op is an ideal solution. When I do need a vehicle, I just look up the ones that are available nearby. I think it’s an awesome way to go.”
At Adera’s Green – a Burnaby townhome community that has won several awards for its



- Fewer + narrower travel lanes
- Fewer on-street parking spaces
- More pick-up + drop-off spaces
- More space for civic priorities
- Smart infrastructure

REIMAGINING OUR STREETS
 Re-allocate road space as automated, connected, electric, & shared vehicles become real

REIMAGINING OUR STREETS
 Re-allocate road space as automated, connected, electric, & shared vehicles become real



Reimagining Our Streets by Re-allocating Road Space



planeo n° 21



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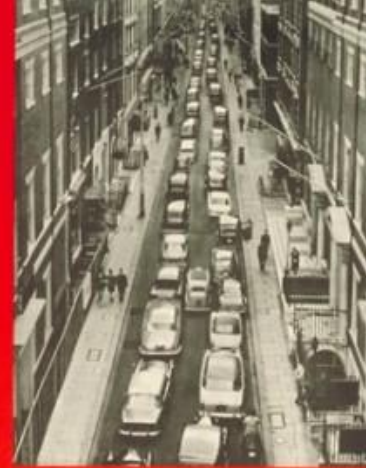
STREET SPACE FOR 60 PEOPLE



Press office, City of Münster, Germany



These vehicles
are carrying...



69 people
who could all...



be on this
one bus →



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What does it take to move 1000 people?

1 train (eight carriages)



15 buses



Anywhere from 250 to 1000 cars



This would then require 1.37 hectares of parking space in the Sydney Central Business District.





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The future is full of **big, bold ideas** - each with their own tough choices & gut-check moments.



There are a lot of really **simple ideas** out there that could strengthen our cities, but it's remarkable how hard we can make simple things.





'READY, FIRE, AIM': HOW TO MAKE A GREAT PROTECTED BIKE LANE PILOT PROJECT

June 25, 2014

Michael Andersen, Green Lane Project staff writer



Cheap and flexible: A pilot protected lane project on Multnomah Street in Portland.



Pedestrians

Public Spaces within Street Right of Way





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Pedestrians

Public Spaces within Street Right of Way VIVA Vancouver Activations





When Is a Food Truck More Than a Food Truck?

When it helps city dwellers imagine ways to renew moribund public spaces. The tools of tactical urbanism





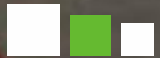


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Intersection Repair – More than Fixing a Street!



Cities of Smiles!



The **truth** about a city's aspirations isn't found in its **vision**.

It's found in its **budget**.



Make big,
BOLD choices
that embrace
the opportunity
you have - with
**Vision, Will,
Skill & Follow-
Thru!**



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