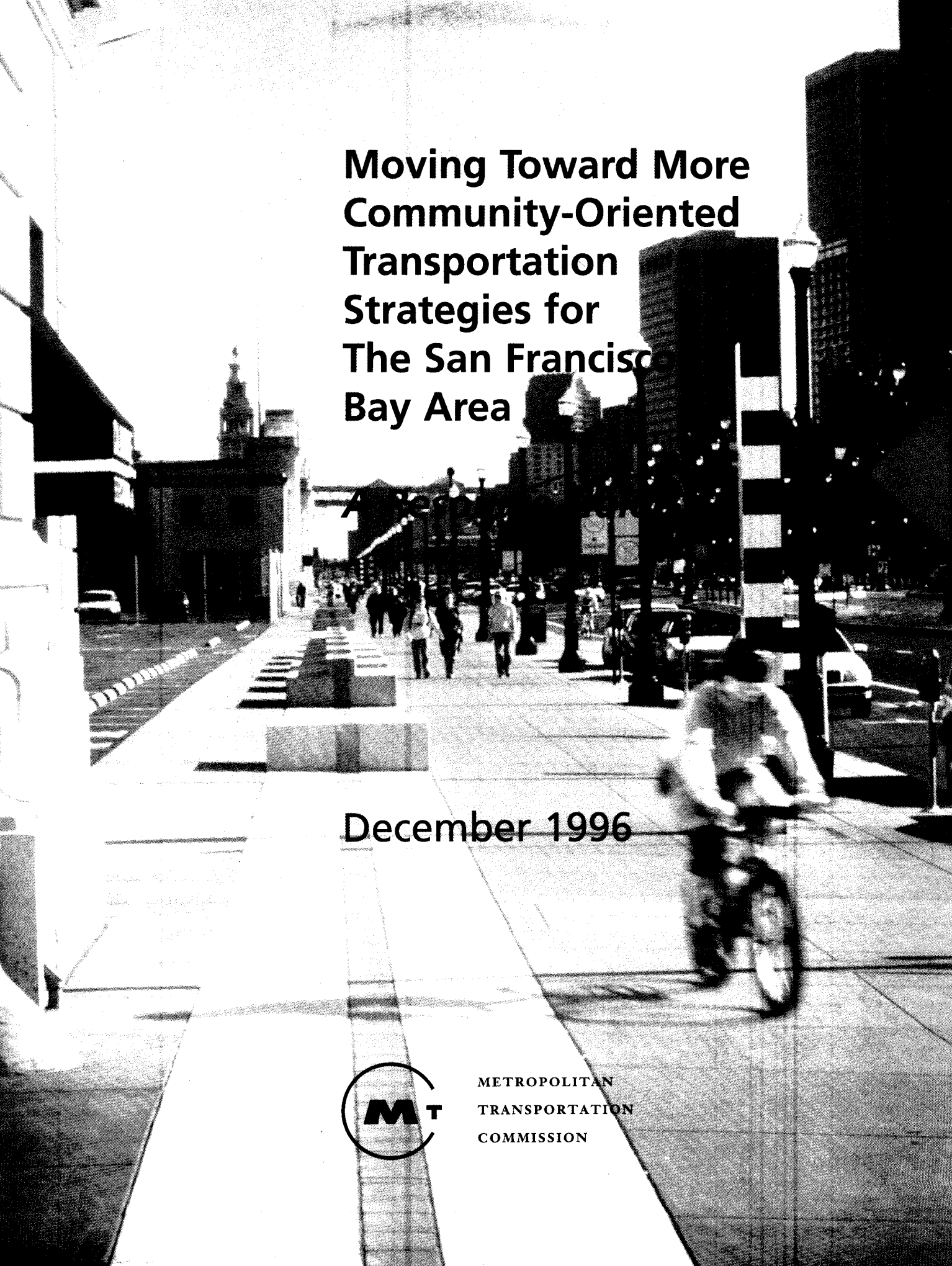


Moving Toward More Community-Oriented Transportation Strategies for The San Francisco Bay Area

A Report

December 1996

METROPOLITAN
TRANSPORTATION
COMMISSION

Moving Toward More Community-Oriented Transportation Strategies for The San Francisco Bay Area

A Resource Guide

Written and published by the
Metropolitan Transportation
Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

December 1996

METROPOLITAN
TRANSPORTATION
COMMISSION

The Transportation/Land Use Connection

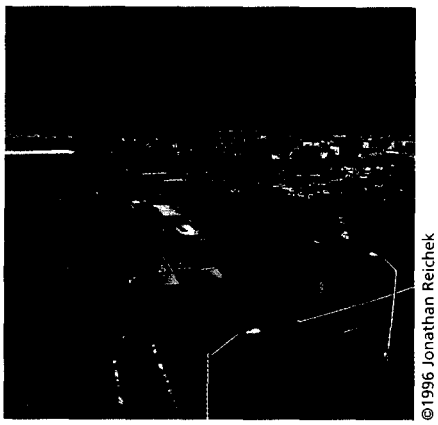
A Statement by the Metropolitan Transportation Commission

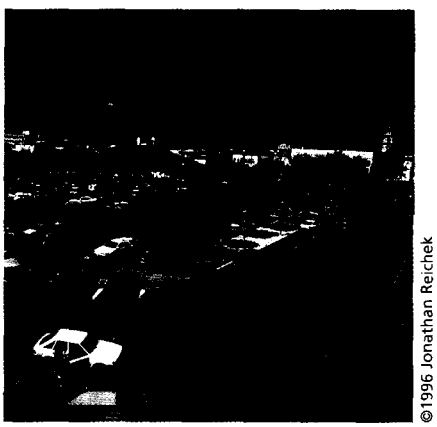
Preface

The Metropolitan Transportation Commission (MTC) is committed to making transportation decisions that contribute to the health and vitality of the full range of neighborhoods and communities that constitute the San Francisco Bay Area. ❖ Transportation is one part of the complex equation that makes up our community vitality and the Commission wishes to encourage local decision-makers to consider the role that it plays in developing plans for community development. The challenge for MTC and our partners in local government is to make transportation and development mutually supportive and to exploit opportunities for transportation investment that will improve our quality of life. ❖ MTC is a regional transportation agency whose primary function is to set regional transportation priorities. MTC recognizes and respects the fact that land use and community development decisions in the Bay Area are the result of approximately 100 locally elected councils and boards reconciling economic and environmental forces with the concerns and aspirations of its citizens. Community development challenges are as diverse as the people themselves. ❖ In order to bring transportation investments into closer harmony with community development, MTC, in concert with others, successfully sought flexibility in the use of federal transportation funding through the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). We now are more able to direct transportation funds to meet community objectives. However, we need the help of local government sponsors to identify these opportunities.

Before

The pictures below are of the Fruitvale BART Station site in Oakland, CA before project construction.





In that interest, the Commission encourages community plans that:

1 Enable residents to use a range of travel modes, including transit, walking and biking, to access jobs, shopping, recreation and other daily needs.

2 Provide that the streets, transit, pedestrian and bicycle ways are part of a system of integrated routes.

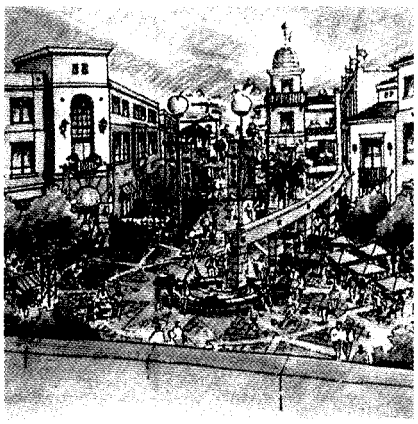
3 Provide for development of housing and regional activity centers that are accessible to the regional transit network.

After

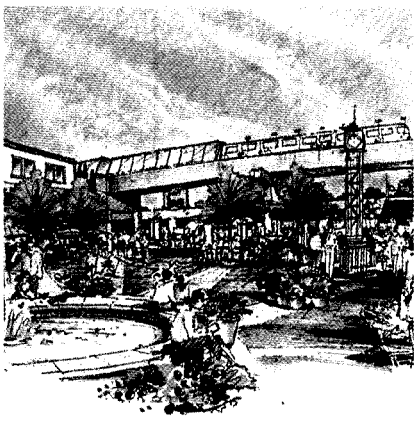
The two drawings below are of the proposed Fruitvale BART Station Transit Village in Oakland (Partially funded by ISTEA).

4 Provide for a diversity of development and other community-oriented transportation strategies designed to limit the extent to which it is necessary to travel from one community to another to access basic necessities of living.

5 Provide for the design of streets and other transportation facilities and amenities that are integrated into the overall community design and are conducive to a sense of community identity and pride.



The Spanish Speaking Unity Council



The Spanish Speaking Unity Council

To advance the above objectives, the Commission will:

- Join with our regional partners, in particular the Association of Bay Area Governments (ABAG), Bay Conservation and Development Commission (BCDC) and the Bay Area Air Quality Management District (BAAQMD), Congestion Management Agencies, local government and other interested groups in refining and pursuing the Commission objectives.
- Publish this information guide to help local governments move toward more community-oriented transportation strategies in the Bay Area.
- Sponsor a series of community meetings to stimulate interest and cooperation and to identify new opportunities.
- Continue to give priority to sustaining the investment in the urban core by:
  - supporting transit that serves the urban core
  - giving priority to maintenance and operation of the existing system.
- Encourage implementation of the Commission's approach to new development and redevelopment as outlined by the five objectives above by:
  - giving weight in project scoring to transportation proposals that support one or more of the five development objectives defined by MTC
  - identifying community development sponsors and encouraging their participation by exercising flexibility in project funding analogous to the way the Enhancements program engaged a broader array of constituents and project proposals.
- Continue its advocacy for flexible use of transportation funds to meet community objectives.

Moving Toward More Community-Oriented Transportation Strategies In the San Francisco Bay Area

A Resource Guide

Table of Contents

Introduction

Why did the Metropolitan Transportation Commission (MTC) prepare this resource guide?

This resource guide provides a list of references with annotations, including many "how to" guides, for use by local jurisdictions, developers, transit operators and citizens' groups that are interested in planning, designing, reviewing and implementing community-oriented transportation projects. Our goal is to provide straightforward information that will enable communities to sort through the implementation issues for themselves.
We have found that a lack of information can sometimes hinder strategy implementation.

These small-scale community-oriented transportation strategies, sometimes called "livable communities strategies," are designed to improve how people feel about their communities and provide a range of travel options, including walking, transit and bicycling. These strategies may not be appropriate for all areas; they are among the many possible approaches to revitalizing communities and improving mobility.

As the agency designated by the California Legislature to plan the transportation network for the nine San Francisco Bay Area counties, MTC is seeking opportunities to support these strategies for several reasons. Experience has shown that a small investment of transportation funds can improve community design and make a big difference in community vitality. These improved designs can encourage social interaction, remove physical barriers between different parts of a community and create a sense of place. They can expand and improve the range of transportation options available in a community to include walking, transit and bicycling. The community and transportation facility designs can reduce unwanted impacts, such as air and noise pollution, on sensitive areas within a community. By allowing more social interaction throughout the day, they can also create a safer environment. Commercial street, downtown, or commercial area redesigns can help revitalize a community economically by encouraging increased private investment.

An exciting new Bay Area example of a community-oriented transportation strategy is the work of Arabella Martinez with the Spanish Speaking Unity Council to develop the Fruitvale BART transit village. The planned village is a $75 million-plus mixed-use project that includes housing, community

cilities, new and renovated retail and major infrastructure development, such as a pedestrian plaza, a bus transfer facility and parking. This project has received funding from a variety of sources, including the Federal Transit Administration, and is scheduled to begin construction in 1997.

In addition to assisting the Spanish Speaking Unity Council when requested, MTC has been looking for other opportunities to support community-oriented transportation strategies in the Bay Area. This information guide is the first step in this direction.

Which community-oriented transportation strategies are addressed in this guide?

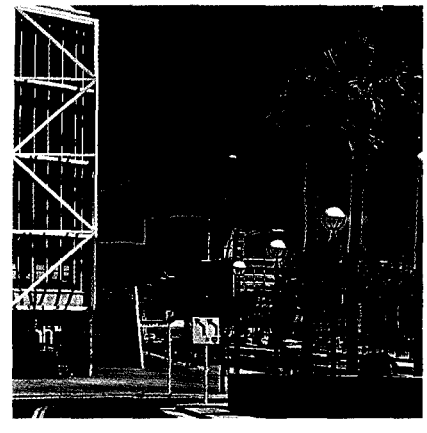
The resource list includes documents that address the following five strategies:

1 **Streetscape Improvements.** These can entail widening sidewalks, improving lighting, and adding plantings, interesting sidewalk/crosswalk paving, and street furniture. They also can include design improvements for adjacent buildings, such as smaller setbacks, pedestrian-oriented building facades and windows. Consolidated driveways, narrow streets and parallel parking along the street, with additional parking to the rear of buildings, can improve the streetscape as well.

2 **Transit-Stop Design and Location Improvements.** These can include weather protection, seating and adequate lighting. Location can be integrated with adjacent development, such that pedestrian walks and plazas, as well as building entrances, are oriented to the transit stop.

3 **Infill and Densification.** Such development can be located in urban downtown areas, near transit stations, and in urban or suburban activity centers. Dense residential development can be located near transit and other uses.

4 **Mixed-Use Development.** These developments can include public, civic, residential, shopfront and workplace uses. They are sometimes located near major suburban, residential developments. Mixed-use developments sometimes attract businesses that provide jobs to match local residents.



Michael Corbett

Arena in San Jose, CA, near a downtown light-rail station

5 **Provision of a Network of Streets, Transit Routes, Pedestrian Paths and Bikeways.** This network can be designed to provide routes to many destinations.

How does the Intermodal Surface Transportation Efficiency Act (ISTEA) support these community-oriented transportation strategies? What other opportunities exist for these strategies?

San Francisco Art Commission

Ribbon of Lights Project along The Embarcadero in San Francisco — partially funded by ISTEA.

Adopted on December 18, 1991, ISTEA represents a landmark in federal legislation because it increases the role that federal transportation dollars can play in funding transportation projects. In particular, ISTEA creates flexible funding sources that can be used to fund the community-oriented transportation strategies and projects discussed in this resource guide. Some of these funding sources include the Surface Transportation Program, Congestion Mitigation and Air Quality Improvement program, and the Transportation Enhancement Activities program. The Federal Transit Administration also has developed the "Livable Communities Initiative," which has provided about $32 million in funding for community-oriented transit projects around the country.

As the region's metropolitan planning organization, MTC plays a role in distributing these funds in the Bay Area. With ISTEA's flexibility, MTC has funded 500 transportation projects costing about $500 million in total. However, many community-based transportation projects did not benefit from these funds, as they had not been anticipated in time for fund distribution.

In expanding the region's long-range plan and implementing new transportation initiatives, MTC is seeking innovative ideas, including community-oriented transportation strategies, that can play more of a role in these future planning and funding activities. While ISTEA provides a source of funds for these types of projects, we recognize that other opportunities to support these strategies may be on the horizon.

What issues in implementing community-oriented transportation strategies are addressed by the guide?

City officials and community development staff may need information about how to prepare an appropriate community-oriented transportation project for a certain area. This resource guide provides design guidelines and implementation guides that include information on community consensus-building. The resources also describe implementation tools such as general plans and redevelopment ordinances.

In some cities, building codes do not allow for some of the key design elements found in community-oriented transportation projects. An example is narrow streets. City and emergency services officials sometimes resist changing the standard design practices and codes. To address this obstacle, the resource guide provides model codes that have been used by localities around the nation and that can be tailored for use in other cities. In addition, it provides information about how some cities have overcome resistance to code changes.

Other implementation issues are reported frequently, but are not the focus of this guide. For example, an important issue is that developers may be risk-averse and unwilling to pursue innovative designs or building in certain locations.

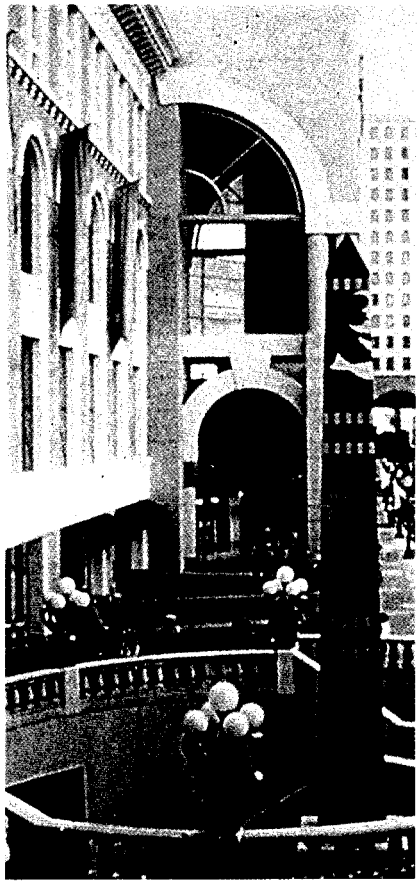
Michael Corbett

What kinds of documents does the resource list include and how should the list be used?

Almost all of the documents included in the resource list can be found at either the MTC-ABAG Library or at the University of California at Berkeley's Institute of Transportation Studies Library. The remaining documents can be located through the interlibrary loan system at these libraries.

The annotated resource list has been organized by document category. A single document can be listed under more than one category. To clarify the types of resources included in each category, the guide presents an interesting selection extracted from one of the resources in each category. These examples are found at the beginning of each section. The categories are:

Implementation Guides - These documents provide guidance for planning, designing and implementing the community-oriented



City of San Diego

Horton Plaza, San Diego, CA is located next to a light-rail transit stop

transportation strategies. Some of these documents discuss techniques for ensuring citizen participation and implementation tools such as zoning ordinances, general plans, and redevelopment ordinances.

Model Codes - These documents present ordinance provisions for use by local government that support implementation of the community-oriented transportation strategies.

Checklists for Local Government and Developers - These checklists identify design principles, local policies, and implementation measures that local governments and developers can use in designing, reviewing, and implementing the community-oriented transportation strategies.

Public Information and Education - This category includes brief reports and articles that provide a non-technical overview of the community-oriented transportation strategies and examples.

Case Studies/Examples - These documents present information — sometimes detailed information — on either proposed or existing examples of the community-oriented transportation strategies. Some case studies include information about effectiveness.

Concept Papers - These papers or brief reports discuss the reasons for urban and suburban growth problems and the purpose for implementing community-oriented strategies. Some of these resources propose new directions in planning, designing, and implementing the community-oriented transportation strategies.

Research on Strategy Effectiveness - These resources attempt to identify, usually quantitatively, the effects of the community-oriented transportation strategies on vehicle trip-making, air quality and other factors.

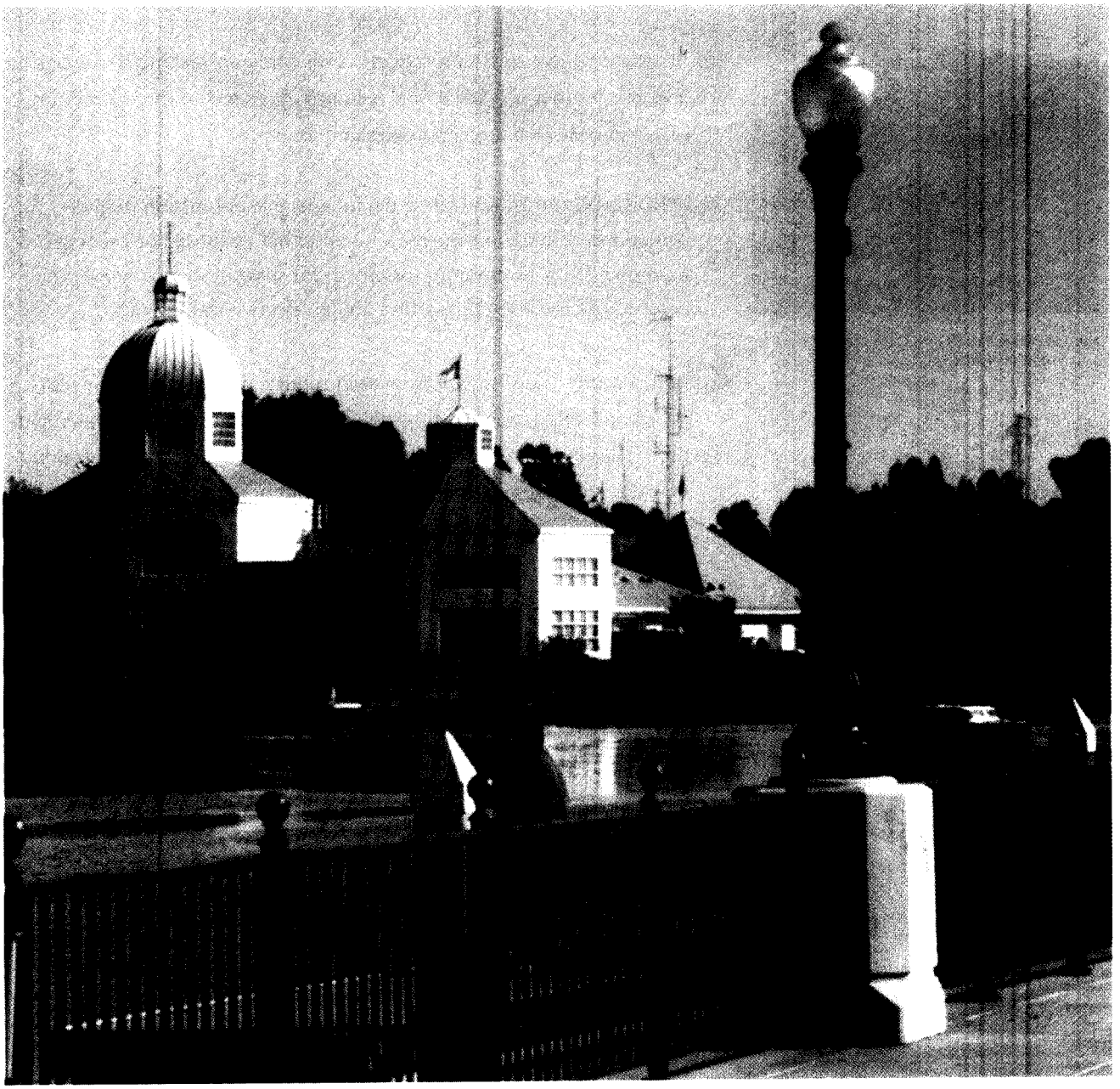
Design Guides - These guides focus on the physical design of the community-oriented transportation strategies.

MTC Documents - These documents include key resource reports, such as travel demand model data reports, the *Citizens' Guide to the Metropolitan Transportation Commission* (which contains information on MTC's project funding procedures), and the MTC *Regional Transportation Plan* (RTP).

Key Contacts - This section provides a list of organizations that can provide information about implementing the community-oriented transportation strategies referred to in this guide

How was the resource list prepared?

To compile the resource list, we conducted library searches of the relevant topics. We scanned resource lists of key documents and consulted experts in the field for recommended resources. While the list does not include all available resources about community-oriented transportation strategies, it does include many of the most interesting, comprehensive, and recent resources. We prepared most of the annotations by paraphrasing the author's description of the document's purpose and content. We sometimes added detail to these descriptions based on information gleaned from reading the documents themselves.

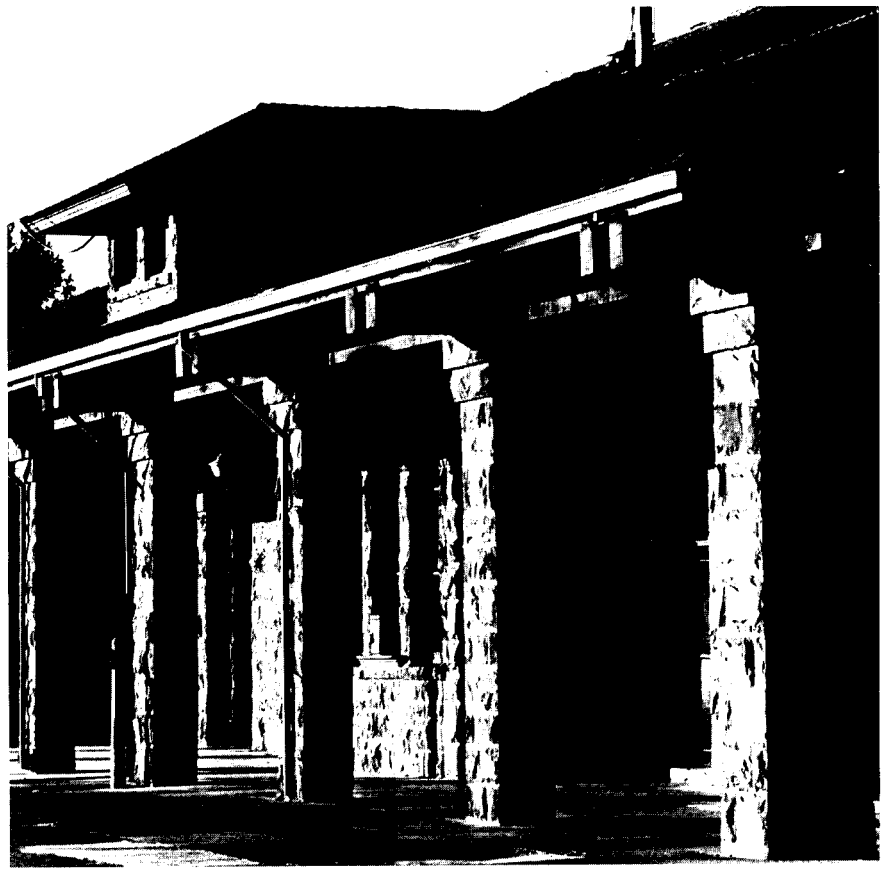


Suisun City Redevelopment Agency

New City Hall along Suisun City waterfront.

Resources

Each of the following sections contains a list of resources preceded by an example of such a document.



Glenn David Mathews, AIA

Restoration of Santa Rosa Depot (in progress); partially funded by ISTEA.

Implementation Guides

These documents provide guidance for planning, designing and implementing community-oriented transportation strategies. Some of these documents discuss techniques for ensuring citizen participation and implementation tools, such as zoning ordinances, general plans, and redevelopment ordinances.

Example of an Implementation Guide

Source: Energy Outreach Center. *Redevelopment for Livable Communities.* Olympia, WA: Energy Outreach Center, 1996. pp. 76–77.

Tools: Participatory Planning

The participatory planning tools in use in many cities and towns are giving residents the ability to forge a clear design vision for their communities and neighborhoods, which are then adopted into Comprehensive and Specific Plans. The Local Government Commission's guidebook to participation tools concludes that, "A proactive planning process which includes a well-designed citizen involvement component allows citizens to understand exactly what it is they are getting and assures that everyone will be happy with the plan and the individual projects at build-out."

Several tools for working with citizens to design a vision for their neighborhood or community have proven effective.

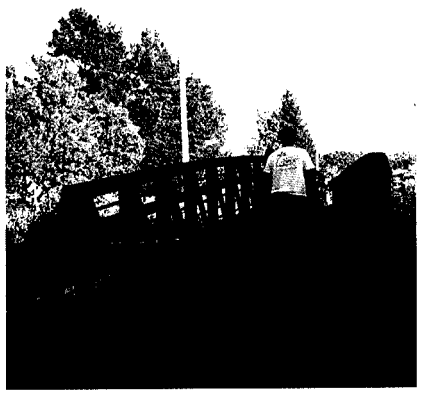
Computer Simulation: Using computerized visuals, all stakeholders in the area can see what different development patterns and street and building designs will look like on specific sites. A photo of the site is scanned into the computer. Then simulation technology allows a technician to add or delete various features of the scene to illustrate alternative futures. What if we add on-street parking, awnings and street trees? What would a three-story mixed-use building with balconies look like at the edge of that parking lot? Computer simulation technology allows residents, public officials, and other stakeholders to preview the visual impact of their ideas.

Hands-on Simulation Games: Citizens explore alternative futures for their community by moving buildings and land-use icons around on a tabletop model of the area. The small toy-like buildings and land uses are sized to scale so that citizens can see how much land is consumed by various uses, for instance. In small groups, participants create land-use plans for managing growth, and then as a larger group discuss the implications of the plans for quality-of-life, cost and workability of infrastructure, and the like. Hands-on simulation games educate citizens about community planning challenges and initiate discussion about how to respond to growth pressures.

Iron Horse Trail Pedestrian Bridge Project in Contra Costa County, CA

East Bay Regional Park District

Before

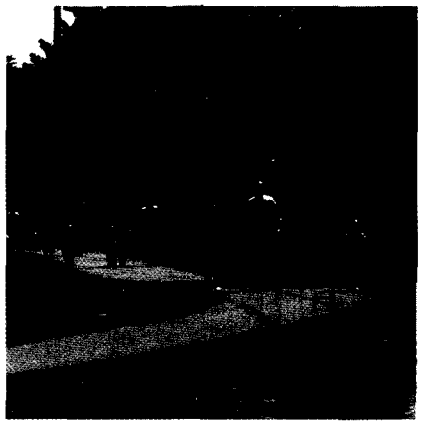


East Bay Regional Park District

After

The Visual Preference Survey™: Citizens view between 40 and 240 slide photos showing a wide variety of streetscapes, many from within the community. Participants record their impressions, scoring the images on a scale of minus 10 to plus 10. The collective scores for each image are analyzed to develop conclusions about what sorts of streetscapes and elements people would like to see more and less of in their community.

Guided tours: Stakeholders are led on a walk through the actual places that are being discussed or planned. A guidebook for the site or series of stops is prepared to provide participants with relevant background information and thought-stimulating questions. A workshop follows that allows the participants to voice their insights, ideas, concerns, and other thoughts, which are then compiled into a summary of the experience.



East Bay Regional Park District

Design charrettes: Residents and other stakeholders join in an intensive collaborative effort to create a detailed, ready-to-implement design plan for a specific area. The charrette process, which can last between one and seven days, is "one of the quickest and best methods for developing consensus" for a site, according to the Local Government Commission. Its goal is to "bring together all the key people with all the pertinent information to 'get the plans right the first time'." This includes property owners and residents, developers, planners, engineers, architects, fire and public works authorities, and the concerned public so that implementable decisions can be made with everyone present.

Charrettes require a great deal of advance preparation to ensure all the pertinent information will be available to participants. The first day of the charrette is an introductory kick-off where general data and issues concerning the site are presented and participants tour the actual site. The days that follow consist of small teams of design professionals sketching designs for feedback from participants, whose comments guide the next set of more detailed drawings. "Pin-up" sessions at the end of the day allow the whole group to assess the on-going design work and identify changes to incorporate for the next day. By the end of a charrette, the community

has ready-to-implement project plans with detailed illustrations of building types and uses, public spaces, infrastructure engineering, and ecological restoration.

Resource List of Implementation Guides

American Association of State Highway and Transportation Officials: Task Force on Geometric Design. *Guide for the Development of Bicycle Facilities.* Washington, DC: AASHTO, August 1991.

This invaluable guide addresses the needs of bicyclists and other roadway users. It presents planning, design, operation and maintenance guidelines for on-road and off-road bikeways and recommends factors to consider when selecting the most appropriate facility type.

Appleyard, Donald. *Livable Streets.* Berkeley and Los Angeles, CA: University of California Press, 1981.

This book explores what it is like to live on streets with different kinds of traffic. It also describes techniques for making streets more livable and safe. It includes a planning process and some policies that a city might adopt in order to implement the techniques. Traffic management case studies are presented for neighborhoods in Berkeley, Oakland, and San Francisco. One case study concerns implementation of the traffic barriers on residential streets in Berkeley.

Arendt, Randall. *Rural by Design: Maintaining Small Town Character.* Chicago: American Planning Association Planners Press, 1994.

This book provides a detailed examination of town planning from a rural perspective. The various chapters are written as stand-alone sources of information for policymakers, planners and interested citizens. Topics range from discussions of town characteristics to alternative scenarios for conservation and development to implementation techniques. The book also is rife with detailed examples and contains the design standards of Kent County, Maryland.

Association of Bay Area Governments (ABAG) and Bay Area Air Quality Management District (BAAQMD). *Design Strategies for Encouraging Alternatives to Auto Use Through Local Development Review.* Oakland, CA: ABAG and BAAQMD, April 1994. (See Design Guides)

Association of Bay Area Governments (ABAG) and Bay Area Air Quality Management District (BAAQMD). *Improving Air Quality Through Local Plans and Programs: A Guidebook for City and County Governments.* Oakland, CA: ABAG and BAAQMD, April 1994.

This guidebook illustrates how cities and counties can improve regional air quality by reducing dependence on the automobile and encouraging the use of transit, bicycling and walking. To reduce automobile dependence, communities must change the ways they manage and plan their communities. Local policies and implementation measures are presented in a checklist format. The checklist includes the following measures:

- Addressing Air Quality in General Plans
- Typical Implementation Programs (Zoning, CEQA, Subdivision Ordinance, Design Standards)

- Other Implementation Programs (Economic Development, Growth Management, Congestion Management, and Monitoring Programs)

Barnett, Jonathan. *The Fractured Metropolis: Improving the City, Restoring the Old City, Reshaping the Region.* New York, NY: Icon Editions, Harper Collins, 1995. (See Case Studies)

Beatty, David F. et al. *Redevelopment in California.* Point Arena, CA: Solano Press Books, 1994 (1995 edition).

Per the authors' intentions, this book provides in a single document the details of redevelopment law, practice, and financing in California.

Beaumont, Constance E. *How Superstore Sprawl Can Harm Communities.* Washington, DC: National Trust for Historic Preservation, 1994.

This guide identifies the social, economic, and environmental harm that can result from superstore sprawl. It includes techniques citizens can use to prevent superstore sprawl, such as zoning and planning tools. Also included are case studies to show how specific communities successfully resisted sprawl and directed quality development to their downtown areas.

Beimborn, Edward et al, *Guidelines for Transit Sensitive Suburban Land Use Design.* Washington, DC: Urban Mass Transportation Administration, 1991.

This document presents guidelines for land-use planning that are sensitive to the operational and economic requirements of transit service. It presents guidelines for designing suburban, mixed-use development that includes transit access provided through a system of pedestrian and bicycle paths. All steps and levels in the planning, design, and development process are addressed.

Ben-Joseph, Eran. "Residential Street Standards and Neighborhood Traffic Control: A Survey of Cities' Practices and Public Officials' Attitudes." Institute of Urban and Regional Development [University of California, Berkeley] Working Paper 642, (May 1995). (See Strategy Effectiveness)

Benello, George C., Robert Swann, and Shann Turnbull. *Building Sustainable Communities: Tools and Concepts for Self-Reliant Economic Change.* New York, NY: The Bootstrap Press, 1989.

This book describes the world's economic crisis and proposes one solution for it: people working to transform their own communities. The book recommends and describes community self-management techniques, including self-financing, worker-owned businesses and producer/consumer cooperatives.

Berke, Philip R. and Jack Karez. *Sustainable Development as a Guide to Community Land Use Policy.* Washington, DC: Lincoln Institute of Land Policy. (See Concept Papers)

Bernick, Michael and Jason Munkres. *Designing Transit-Based Communities.* Berkeley, CA: University of California at Berkeley, Aug. 1992. (See Case Studies)

Beyond Sprawl: New Patterns of Growth to Fit the New California. [San Francisco, CA: Bank of America, February 1995].

This report examines the causes and costs of the urban and suburban development patterns often characterized as sprawl. It discusses ways to reduce sprawl in the future, including delineating where new development should and should not occur, making more efficient use of land that is already developed, and creating public support for building sustainable communities.

Blair, Robin and Karen Heit. "The Westlake/MacArthur Park Project: A Laboratory for Linking Land Use and Transportation in Los Angeles." Presented at the Transportation Research Board Annual Meeting, January 1993. (See Case Studies)

Brennan, D.T. "The Evaluation of Residential Traffic Calming: a New Multi-Criteria Approach." *Traffic Engineering+Control* (January 1994): pages 19–24. (See Strategy Effectiveness)

Cadman, David and Geoffrey Payne. *The Living City: Towards a Sustainable Future.* London, England: Routledge, 1990. (See Concept Papers)

California Air Resources Board. *The Link Between Transportation, Land Use, and Air Quality.* Paper for presentation at the American Society of Civil Engineers' Conference, San Diego, CA: October 1995. (See Strategy Effectiveness)

California Air Resources Board (CARB) and the California Environmental Protection Agency (EPA). *Transportation Related Land Use Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study*/JHK & Associates, Inc. Sacramento, CA: CARB and EPA, June 1995.

This report is intended to provide information to local governments, air quality districts, developers, and others on how air quality can be improved by implementing transportation related land use strategies. The following strategies are the focus of the report:

- pedestrian facilities
- density near transit corridors
- density near transit stations
- mixed-use development
- infill and densification
- concentrated activity centers
- strengthen downtowns
- interconnected street network
- strategic parking facilities

The report identifies combinations of strategies that are appropriate to different situations or community types, and performance goals or quantifiable results that can be expected from strategy implementation. It also describes implementation mechanisms for the strategies, including policies that jurisdictions can adopt, policy documents that can be updated, administrative actions, financial resources, and barriers and uncertainties associated with the mechanisms. The report also includes an annotated bibliography of 151 sources that identifies the quantified findings presented in each report.

California Energy Commission. *Planning Guide: Decision Maker's Summary.* Sacramento, CA: Energy Commission, no date.

This guide has been developed to help jurisdictions update General Plans, prepare specific plans and comply with many other requirements in an energy-aware fashion. Specific transportation and land-use strategies also are provided.

California Energy Resources Conservation and Development Commission. *Explaining Urban Density and Transit Impacts on Auto Use/* prepared by John Holtzclaw. Sacramento, CA: California Energy Resources Conservation and Development Commission, 1991. (See Strategy Effectiveness)

Calthorpe, Peter. *The Next American Metropolis: Ecology, Community and the American Dream.* New York, NY: Princeton Architectural Press, 1993. (See Concept Papers)

Calthorpe, Peter and Mark Mack. "Pedestrian Pockets: New Strategies for Suburban Growth." *Northern California Real Estate Journal,* (February 1988). (See Concept Papers)

Capital District Transportation Committee. *Community Quality of Life: Measurement, Trends and Transportation Strategies.* Albany, New York: Capital District Transportation Committee, August 1995.

As part of the New York State Capital District Transportation Committee's effort to develop its regional plan, this report describes the quantitative and qualitative components of a performance measure reflective of the community's "quality of life" by subregion (central cities, inner and outer suburbs, small cities and villages, and rural areas). A set of transportation strategies focused on community quality of life is also presented.

Capital District Transportation Committee. *Making the Capital District More Bicycle- and Pedestrian-Friendly: A Toolbox and Game Plan.* Albany, New York: Capital District Transportation Committee, August 1995.

This report presents the Capital District Transportation Committee's strategies for better incorporating walking and bicycling into its region's transportation system. The District has developed a "game plan" for how to do this, which includes the identification of several places to start, a staging plan for getting a process underway to better accommodate bicycles and pedestrians, as well as technical guidance on these potential activities. In particular, the CTDC has developed a brochure called "Make Your Community More Bicycle- and Pedestrian-Friendly" that is included as part of this report.

Center for Livable Communities. *Building Livable Communities: A Policymaker's Guide to Infill Development.* Sacramento, CA: Local Government Commission, August 1995.

This document focuses on infill development and provides advice on what local governments can do to encourage it. Much of the document is filled with examples of where particular techniques have been successfully implemented. This guidebook includes a detailed checklist as well as its own resource list.

Center for Livable Communities. *Model Projects.* Sacramento, CA: Local Government Commission, 1994. (See Case Studies)

Center for Livable Communities. *Participation Tools for Better Land-Use Planning: Techniques and Case Studies.* Sacramento, CA: Local Government Commission, May 1995.

This manual describes strategies that local governments can use to collect and communicate information about the values of a community and turn them into long-term plans and projects. It presents case studies for the various recommended strategies.

Center for Livable Communities. *A Policymaker's Guide to Transit-Oriented Development.* Sacramento, CA: Local Government Commission, August 1996.

This how-to guide provides the economic, environmental and social rationale for development around transit. It describes what a local government should look for in transit-oriented development and discusses potential tools local jurisdictions can use to implement such projects. Tips for project financing are provided as well as over 20 project examples from around the country.

Center for Neighborhood Technology. *Opportunities in Neighborhood Technology to Improve the Environment and Create Jobs; Community Green Line Initiative: Land Use Planning, Community Development and Public Transit, The Pulaski Station Project.* Chicago, IL: Center for Neighborhood Technology, no date. (See Case Studies)

Center for Neighborhood Technology. *Transportation for Sustainable Communities,*"Moving Transportation to the Community Action Agenda"/ prepared by Richard M. Kreig. Chicago, IL: Center for Neighborhood Technology, pp. 27–29. (See Concept Papers)

Citizens Advocating Responsible Transportation. *Traffic Calming: The Solution to Urban Traffic and a New Vision for Neighborhood Livability.* Ashgrove, Australia: Citizens Advocating Responsible Transportation, 1993. (See Public Information/Education)

City of Mountain View. *Neighborhood Traffic Management Program (proposed),* Mountain View, CA: City of Mountain View, Public Works Department, 1996. (See Case Studies)

City of Oakland/General Plan Congress. *Goals, Objectives, Policies and Actions for the Updates of the Land Use and Transportation Elements of Oakland's General Plan.* Oakland, CA: City of Oakland, January 1996. (See Case Studies)

City of Portland Office of Transportation. *Managing Change in the Lloyd Community: Resource Book.* Portland, OR: City of Portland, January 1995. (See Case Studies)

City of San Jose. *Tamien Station Area Specific Plan.* San Jose, CA: Department of City Planning and Building, November 1994. (See Case Studies)

City of Toronto Planning and Development Department. *Streetscape Manual.* Toronto: City of Toronto Planning and Development Department, January 1995.

This report describes the key elements of a successful streetscape for different types of streets. It provides detailed design guidelines.

Conservation Law Foundation. *Take Back Your Streets: How to Protect Communities from Asphalt and Traffic.* Boston, MA: Conservation Law Foundation, May 1995.

Although focused on New England, this guide provides a discussion of the legal aspects of road development and its impact on communities that could be applicable elsewhere. It also provides a primer on the traditional highway and street guidelines that are often employed by state and local transportation departments. A section on traffic calming techniques is included.

Daniels, Thomas, and John Keller with Mark B. Lapping. *The Small Town Planning Handbook.* Chicago, IL: American Planning Association, 1988.

This handbook is aimed at providing smaller cities and towns with basic information on community planning. Part 1 of this book provides a step-by-step method to develop a written town plan. Part 2 discusses how to draft and use land-use regulations to put the plan into action.

Duany, Andres and Elizabeth Plater-Zyberk. *Towns and Town-Making Principles.* New York, NY: Rizzoli International Publications, Inc., 1991. (See Model Codes)

Dunphy, Robert T. and Kimberly M. Fisher. *Transportation, Congestion, and Density: New Insights.* Washington, DC: Paper # 940904 presented at Transportation Research Board , 1993. (See Strategy Effectiveness)

Energy Outreach Center and Washington State. *Redevelopment for Livable Communities.* Olympia, WA: Energy Outreach Center and Washington State Energy Office, 1995.

This guidebook was developed out of Washington State's concern about a potential explosion of new residents in the state. Design features, often focusing on redevelopment that can improve a community's livability, are described. Detailed profiles of many innovative projects nationwide are provided and contacts for each project are included. There is also an exploration of the major challenges to redevelopment as well as a description of potential tools for proactive community planning.

Engwicht, David. *Reclaiming Our Cities and Towns: Better Living With Less Traffic.* Philadelphia: New Society Publishers, 1993.

Written from a citizen activist's perspective, this book highlights a 10-step process for rebuilding cities into more livable places, as well as proposals on how to start doing this.

Ewing, Reid. "Residential Street Design: Do the British and Australians Know Something Americans Do Not?" Washington, DC: *Transportation Research Record* 1455. (See Design Guides)

Federal Highway Administration. *A Look at Our Nation's Highways: Rebuilding Bridges and Communities.* Washington DC: Federal Highway Administration. (See Public Information/Education)

Federal Highway Administration. *National Bicycling and Walking Study: Traffic Calming, Auto-Restricted Zones and Other Traffic Management Techniques — Their Effects on Bicycling and Pedestrians.* Washington, DC: Federal Highway Administration, 1994.

The first section of this report examines traffic-calming techniques installed in Europe, Japan and the United States. The other section examines policy and implementation issues.

Federal Highway Administration. *A Study of Bicycle and Pedestrian Programs in European Countries/* prepared by George G. Wynne, ASLG. Washington, DC: Federal Highway Administration, Report #HE P-50/7-93 (3M)E. January 1992. (See Case Studies)

Federal Highway Administration and Lincoln Institute of Land Policy. *Metropolitan America in Transition: Implications for Land Use and Transportation Planning.* September 1993. (See Concept Papers)

Federal Highway Administration/National Trust for Historic Preservation. *Building on the Past, Traveling to the Future: A Preservationist's Guide to the ISTEA Transportation Enhancement Provision.* Washington DC: Federal Highway Administration and the National Trust for Historic Preservation, no date.

This is a "how to" as well as an information booklet written to help the preservation community take advantage of a federal funding program called "Transportation Enhancement Activities." This book describes the general funding process and provides almost 30 case studies of enhancement projects that have been implemented nationwide. To quote the author, "The contemporary historic preservation movement is about more than bricks and mortar: it is about preserving and creating more livable communities while paying homage to the past... Few people travel to just any place: they want to go someplace..."

Federal Transit Administration. *Livable Communities Initiative: Putting People First in Our Transportation System.* Washington, DC: Federal Transit Administration. (See Case Studies)

Federal Transit Administration. *Planning, Developing and Implementing Community-Sensitive Transit.* Washington, DC: Federal Transit Administration, Office of Planning, May 1996.

This guidebook describes some of the ways that the transportation planning, development, funding and implementation process can produce community-sensitive transportation facilities and services. Tips on how to evaluate these types of projects, techniques for public involvement and joint development guidance are included. A summary of federally assisted community-oriented demonstration transit projects is also presented.

Federal Transit Administration. *Transit-Supportive Development in the United States: Experiences and Prospects/* prepared by the University of California at Berkeley. Berkeley, CA: University of California at Berkeley, 1994. (See Case Studies)

Fernandez, John M. "Boulder Brings Back the Neighborhood Street." *Planning 60* (June 1994): pp. 21–26 (See Public Information/Education)

Fillip, Janice. "Uptown District, San Diego." *Urban Land* (June 1990): pp. 2–7. (See Case Studies)

Fink, Marc. "Toward a Sunbelt Urban Design Manifesto." *Journal of the American Planning Association* 59 (Summer 1993): pp. 320—333. (See Case Studies)

Florida Department of Transportation. *Florida Bicycle and Facilities Planning and Design Manual.* Florida: Florida Department of Transportation, Safety Office, October 1995. (See Design Guides)

Friedman, Bruce et al. "The Effect of Neotraditional Neighborhood Design on Travel Characteristics" presented at the 73rd Annual Meeting of the Transportation Research Board, January 1994. (See Strategy Effectiveness)

Fulton, William. "Winning Over the Street People." *Planning*, May 1991: pp.8–11. (See Public Information/Education)

Gratz, Roberta Brandes. *The Living City.* Washington, DC: The Preservation Press, 1994. (See Concept Papers)

Institute of Transportation Engineers Technical Council Committee. *Traffic Engineering for Neo-Traditional Neighborhood Design: An Informational Report.* Annandale, VA: Institute of Transportation Engineers, February 1994. (See Public Information/Education)

Jacobs, Allan B. *Great Streets.* Cambridge, MA: The MIT Press, 1993. (See Concept Papers)

Jones, David. *Transportation/Land Use Coordination for the I-580/205 Corridor.* Oakland, CA: Metropolitan Transportation Commission, May 1996. (See Case Studies)

Kelbaugh, Doug. *The Pedestrian Pocket Book: A New Suburban Design Strategy.* New York, NY: Princeton Architectural Press, 1989. (See Concept Papers)

King County Washington, Department of Metropolitan Services & Washington State Department of Transportation (WSDOT) Office of Urban Mobility. *Creating Transit Supportive Regulations: A Compendium of Codes, Standards & Guidelines/* Municipal Research & Services Center of Washington. Lynnwood, WA: King County, WA Department of Metropolitan Services & WSDOT, August 1995.

This handbook provides sample ordinance provisions in use by local governments in Washington and other states. These provisions represent successful and creative examples of implementation tools that support some livable communities strategies: transit- and pedestrian-friendly site design, mixed-use development, and increased density. Each chapter presents a range of implementation issues along with alternative code provisions that address different community circumstances and regulatory approaches. The purpose and benefits of each provision are presented along with precautions in using the provisions.

Kitamura, Ryuichi, P. L. Mokhtarian and L. Laidet. *A Micro-Analysis of Land Use and Travel in Five Neighborhoods in the San Francisco Bay Area.* Davis, CA: University of California, Davis, November 1994. (See Strategy Effectiveness)

Knack, Ruth Eckdish. "Tony Nelessen's Do-It-Yourself Neotraditionalism." *Planning* 57 (December 1991): pp. 18–22.

This article describes how this neo-traditional urban designer uses a "visual preference survey" to gauge local reaction to development design. The designer presents slides of both standard suburban design (vast parking lots, large setbacks, wide streets) and traditional towns (narrow streets, minimal setbacks) and asks the audience to rate them. The survey results are then used to influence the development and community design process.

Kromholz, Norman and Pierre Clavel. *Reinventing Cities: Equity Planners Tell Their Stories.* Philadelphia, PA: Temple University Press, 1994. (See Case Studies)

Langdon, Phillip. *A Better Place to Live: Reshaping the American Suburb.* Amherst, MA: University of Massachusetts Press, 1994.

This book provides a detailed discussion of suburbanization and traditional town planning in the United States. Examples and suggestions are also provided on how to redesign areas into more pedestrian friendly places.

League of California Cities/Global Cities Project. *Building Sustainable Communities: An Environmental Guide for Local Government*, Volume 4: Transportation: Efficiency and Alternatives. San Francisco: The Global Cities Project, May 1991.

This transportation guidebook is just one of many that the Global Cities Project has compiled to provide local governments, community leaders and businesses with "hands on " information about actions that can be taken to improve a particular sector. The guidebook contains a "menu of projects" and suggests tools for making a community more pedestrian and bicycle friendly as well as ways to craft design guidelines that support transportation alternatives. Examples of each suggested project from the menu are also provided.

Lennard, Suzanne H. and Henry L. Lennard, *Livable Cities.* New York, NY: Center for Urban Well-Being, 1987. (See Concept Papers)

Lerner-Lam, Eva. "Traditional Neighborhood Design and Its Implications for Traffic Engineering." *ITE Journal* 62 (Jan. 1992): pp. 17–26. (See Design Guides)

Livable Oregon, Incorporated. *Living on Main Street.* Portland, OR: Livable Oregon, 1994. (See Case Studies)

Livable Oregon, Incorporated and the Smart Development Project. *Model Projects in Oregon.* Portland, OR: Livable Oregon, no date. (See Case Studies)

Local Government Commission. "Ahwahnee Principles for Resource-Efficient Communities." *Western City Magazine* (September 1994). (See Concept Papers)

Local Government Commission. *The Community Image Survey.* Sacramento, CA: Local Government Commission

Inspired by the Visual Preference Survey, this survey uses 40 slides to educate and poll community members. The slides, guidebook, and blank survey form are available to borrow from the Local Government Commission.

Local Government Commission. *Land Use Strategies for More Livable Places.* Sacramento, CA: Local Government Commission, June 1992.

This guide shows how to design communities that encourage alternatives to single occupant auto travel. It reviews the Ahwahnee Principles and discusses each one, including the implementation principles about use of general plans, specific plans, and citizen participation.

Local Government Commission. *Livable Places Update.* Sacramento, CA: Local Government Commission, monthly publication. (See Case Studies)

Local Government Commission. *Putting Our Communities Back on Their Feet: Towards Better Land Use Planning, Executive Summary, A West Coast Conference on Land Use Planning.* Sacramento, CA: Local Government Commission, 1994.

This report summarizes successful case studies in incorporating the Ahwahnee Principles. It includes small town/rural model projects, urban solutions, downtown/suburban solutions, and new large-scale development projects. It also discusses implementation strategies, where money can be found for implementation, and how to build citizen participation.

Loukaitou-Sideris, Anastasia. *Retrofit of Urban Corridors: Land Use Policies and Design Guidelines for Transit-Friendly Environments.* Berkeley, CA: The University of California Transportation Center (paper no. 180), 1993. (See Design Guides)

Metroplan. *Metro 2020: Metropolitan Transportation Plan.* Little Rock, AR: Metroplan, 1994. (See Public Information/Education)

Metropolitan Transportation Commission. *1994 Regional Transportation Plan for the San Francisco Bay Area.* Oakland, CA: Metropolitan Transportation Commission, June 1994. (See MTC Documents)

Metropolitan Transportation Commission. *Citizens' Guide to the Metropolitan Transportation Commission.* Oakland, CA: Metropolitan Transportation Commission, October 1995. (See MTC Documents)

Metropolitan Transportation Commission. Working Papers #1 to 11 on the 1990 Census. Oakland, CA: Metropolitan Transportation Commission, 1992 to 1996. (See MTC Documents)

Mobility Partners. "Communities and Transit-Oriented Design." *Access 1* (First Quarter 1995): pp. 1–20. (See Case Studies)

Moore, Terry and Paul Thorsnes. *The Transportation/Land Use Connection: A Framework for Practical Policy.* Chicago, IL: American Planning Association, January 1994. (See Strategy Effectiveness)

Moudon, Anne Vernez, ed. *Public Streets for Public Use.* New York, NY: Van Nostrand Reinhold Company, 1987.

The essays in this volume provide practical procedures for developing and managing public streets to address the needs of pedestrians and autos. Several examples and case studies are included.

Nelessen, Anton C. *Visions for a New American Dream.* Chicago, IL: Planners Press, 1994.

This book is about how to plan, design, and build hamlets, villages, and neighborhoods or small communities. It focuses on both the redevelopment and new development processes.

Newman, Peter and Jeff Kenworthy. *Winning Back the Cities.* Australia: Australia Consumers' Association/Pluto Press Australia, 1992. (See Public Information/Education)

NJ Transit. *Planning for Transit Friendly Land Use: A Handbook for New Jersey Communities*, prepared by Skidmore, Owings, and Merrill with Lehr & Associates, Edwards and Kelcey Inc., Jane Lyle Diepeveen, and Joyce Wilson Graphic Design. Newark, NJ: NJ Transit, June 1994.

This handbook is for New Jersey communities that are considering implementing transit-supportive land-use plans around transit stations and major transit corridors, and in new development areas. It is a "how-to" guide designed to help elected and appointed planning officials, members of planning and zoning boards, technical planning staff, and interested citizens. It emphasizes four land-use strategies: supporting transit, emphasizing pedestrians, "taming" the automobile, and creating a sense of community.

The handbook also includes a checklist to assist communities in revising their zoning, site plan, and redevelopment ordinances. It reviews implementation tools and techniques, such as public/private partnerships, amenities enhancements programs, and transfer of development rights. It includes a sample master plan for the station area, and model language for zoning, site plan, and redevelopment ordinances. The handbook also provides a brief annotated bibliography.

Olsen, Laura. *Transit-Oriented Communities.* Washington, DC: Mobility Partners Program of the U.S. Environmental Protection Agency's Office of Policy Analysis and the Surface Transportation Policy Project. (See Case Studies)

On the Ground. *On the Ground, The Multimedia Journal on Community, Design, and Environment: Transportation Design for Diversity*, Vol. 1, No. 3, (Summer 1995). (See Public Information/Education)

1,000 Friends of Oregon. *Making the Land Use, Transportation, Air Quality Connection*, Vol. 5 and 6. Portland, OR: 1,000 Friends of Oregon, 1996. (See Strategy Effectiveness)

Ontario Ministry of Transportation, *Transit-Supportive Land Use Planning Guidelines.* April 1992. (See Design Guides)

Pedestrian Federation of America. *Walk Tall: A Citizen's Guide to Walkable Communities.* Washington, DC: Pedestrian Federation of America, 1995.

This guide provides helpful information to citizens about how design affects the walkability of an area. It also provides examples of success stories and how to overcome obstacles.

Porter, Douglas. *Regional Governance of Metropolitan Form: The Missing Link in Relating Land Use and Transportation*. Proceedings of a conference sponsored by the Transportation Research Board and National Research Council, December 1990. (See Concept Papers)

Project for Public Spaces. *The Role of Transit in Creating Livable Metropolitan Communities*. New York, NY: Project for Public Spaces, no date.

This handbook provides approaches for local communities, in partnership with transit agencies, to plan and implement neighborhood-scale projects that can support community vitality and transit use. Examples, case studies and a checklist are also included.

Public Policy Program, UCLA Extension. *Overview of Strategies for Making Connections Between Transportation, Land Use, and Air Quality, Summary of Conference Proceedings*. November 1991. (See Strategy Effectiveness)

Public Policy Program, UCLA Extension. *The Role of Land Use Strategies for Improving Transportation and Air Quality*, Summary of Conference Proceedings, November 1991. (See Strategy Effectiveness)

Puget Sound Regional Council. *Developing Your Center: A Step-by-Step Approach*. Seattle, WA: Puget Sound Regional Council, April 1996.

Tailored for local government officials and staff, developers and citizens, this guidebook provides a step-by-step approach to planning and building a town center. Both short and long-term strategies are presented.

Rabinowitz, Harvey et al. *The New Suburb*. Washington, DC: Urban Mass Transportation Administration, U.S. Department of Transportation, July 1991. (See Concept Papers)

Rails to Trails Conservancy. *Trails for the Twenty-first Century: Planning, Design and Management Manual for Multi-use Trails*. Edited by Karen-Lee Ryan. Washington, DC: Island Press, 1993.

This manual is intended to provide a detailed step-by-step process for the development and management of multi-use trails that are safe and address the needs of different user groups.

Sacramento County Planning and Community Development Department. *Transit Oriented Development Design Guidelines/* Prepared by Calthorpe Associates. Sacramento, CA: Sacramento County Planning and Community Development Department, September 1990. (See Design Guides)

Shaw, John. "Transit-based Housing and Residential Satisfaction: Review of the Literature and Methodological Approach." *Transportation Research Record* 1400, 1993: pages 82–89. (See Strategy Effectiveness)

Snohomish County Transportation Authority. *Creating Transportation Choices Through Zoning.* Lynnwood, WA: Snohomish County Transportation Authority, October 1994.

This booklet consists of a checklist covering the basic zoning provisions needed to bring about more pedestrian- and transit- friendly development. Incorporating these concepts into a city's code entails tailoring them to the specific situation and developing precise code language.

Snohomish County Transportation Authority. *A Guide to Land Use and Public Transportation, Vol. I,* Lynnwood, WA: Snohomish County Transportation Authority, 1993.

This guide describes approaches for ensuring land use/transportation compatibility through a zoning ordinance, residential subdivision design, and a site design for various development types. It also provides model community plan goals and policies. It includes worksheets and checklists for use by developers, property owners, and community or transportation planners.

Snohomish County Transportation Authority. *A Guide to Land Use and Public Transportation, Vol. II: Applying the Concepts.* Lynnwood, WA: Snohomish County Transportation Authority, 1993.

This guide explains the methods and tools that a city or town can use to envision, plan, organize, and build an urban center. It also provides design guidelines for the following:

- transit-compatible site plans
- barrier-free pedestrian access
- transit-friendly shopping centers
- transit-friendly planning for small communities
- redesign of a commercial strip area
- mixed use

Checklists are provided for each subject area. The guide also presents model goals and policies for local government.

Southern California Association of Governments. *Creating Livable Places: Definitions of Livable Places; Barriers and Strategies to Overcome Them; and a Community Toolbox.* Los Angeles, CA: Southern California Association of Governments, April 1996. (See Case Studies)

Southworth, Michael. "Walkable Suburbs? An Evaluation of Neotraditional Communities at the Urban Edge." *IURD Working Paper* 639, (March 1995). (See Concept Papers)

Southworth, Michael and Peter Owens. "The Evolving Metropolis: Studies of Community, Neighborhood, and Street Form at the Urban Edge." *Journal of the American Planning Association* 59, (Summer 1993). (See Concept Papers)

State of California, Governor's Office of Planning and Research. *The California Planner's 1995 Book of Lists.* Sacramento, CA: State of California General Services (7540-931-1005-0), 1995. (See Case Studies)

Surface Transportation Policy Project (STPP). *Progress,* monthly newsletter. (See Case Studies)

Surface Transportation Policy Project. "Renovated Nodes Make Better Use for Modes," *STPP Progress,* (April 1995): pp. 4–5. (See Case Studies)

Surface Transportation Policy Project and Citizen Action. *Campaign for Reliable Transportation: Choice. Affordability. Local Control.* Washington DC: Surface Transportation Policy Project and Citizen Action, 1996.

This handbook was developed for grassroots activists and provides a set of very basic fact sheets on transportation that can be used as a tool to educate interested parties on the opportunities of the Intermodal Surface Transportation Efficiency Act. In particular, this handbook focuses on the importance of community-oriented transportation and provides examples of such projects.

Tan, Carol H. and Charles V. Zegeer. "European Practices and Innovations for Pedestrian Crossings," *ITE Journal*, (November 1995): page 24–31. (See Case Studies)

Tolley, Rodney (editor). *The Greening of Urban Transport: Planning for Walking and Cycling in Western Cities.* London, England: Belhaven Press, 1990. (See Case Studies)

Tri-County Metropolitan Transportation District of Oregon (Tri-Met). *Planning and Design for Transit.* Portland, OR: Tri-Met, March 1993.

This guide discusses why transit supportive development makes sense, presents design guidelines, and outlines how plans and zoning can bring it about. A model zoning regulation is provided for implementation of the transit supportive development concepts.

Urban Land Institute. *Mixed-use Development Handbook.* Washington, DC: Urban Land Institute, 1987

This book provides guidance for developers and local governments concerning building mixed-use developments. The guidance, which is based on actual experience, covers market analyses, feasibility studies, and development strategies to financing, planning, and design, and marketing and management. Ten case studies are presented to illustrate the development process.

Urban Mass Transportation Administration. *Guidelines for Transit Sensitive Suburban Land Use Design/University of Wisconsin - Milwaukee.* Washington, DC: Urban Mass Transportation Administration, 1991.

This document presents guidelines for land-use planning that are sensitive to the operational and economic requirements of transit service. It presents guidelines for designing suburban, mixed-use development that includes transit access provided through a system of pedestrian and bicycle paths. All steps and levels in the planning, design, and development process are addressed.

Van der Ryn, Sim and Peter Calthorpe. *Sustainable Communities: A New Design Synthesis for Cities, Suburbs, and Towns.* San Francisco, CA: Sierra Club Books, 1986. (See Design Guides)

Walker, Jarrett, Bonnie W. Nelson and Steve B. Coleman. *Short Range Planning for Transit-Oriented Developments.* San Francisco, CA: Nelson Nygaard Consulting Associates, July 1994. (See Concept Papers)

Wallwork, Michael. *Traffic Calming.* Jacksonville, FL: The Genesis Group, Inc. Material presented at the Walkable and Bicycle Friendly Communities Workshop sponsored by Stanford University and Santa Clara

County Transportation Agency, Palo Alto, CA, October 30–31, 1995.

This article summarizes the field of traffic calming and provides a table that includes an illustration and brief discussion of the advantages and disadvantages of each technique.

Walter, C. Edward. "Suburban Residential Traffic Calming." *ITE Journal*, (September 1995). (See Design Guides)

Washington Metropolitan Area Transit Authority. *Development-Related Ridership Survey/* prepared by JHK and Associates. Washington, DC: Washington Metropolitan Area Transit Authority, March 1987. (See Strategy Effectiveness)

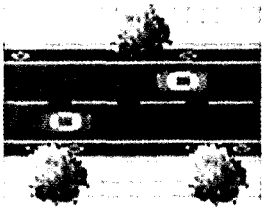
Washington State Department of Transportation. *A Summary of Guidelines for Coordinated Urban Design, Transportation and Land Use Planning, with Emphasis on Encouraging Alternatives to Driving Alone/*prepared by Moudon, Anne V. with Gary Pivo and Franz E. Loewenherz. Seattle, WA: Washington State Department of Transportation, 1992.

This report summarizes the guidelines that various jurisdictions have prepared concerning how to design cities and transportation systems in order to reduce solo occupant driving. The topics addressed by the guidelines include: site design, transit station design, parking design and management, bicycle and pedestrian planning, and implementation procedures.

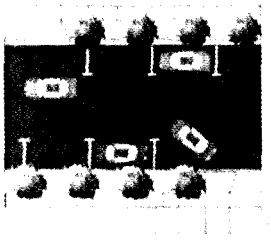
Woodhull, Joel. "Calmer. Not Faster: A New Direction for the Streets of Los Angeles." Washington, DC: *Transportation Research Record 1305*, no date. (See Design Guides)

Typical Menu of Traffic Calming Devices

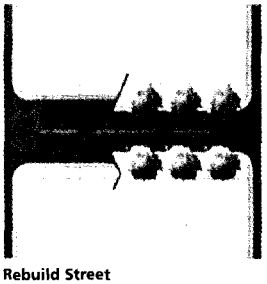
Narrowing the Street



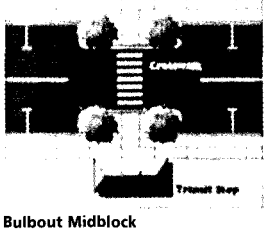
Stripe Lanes



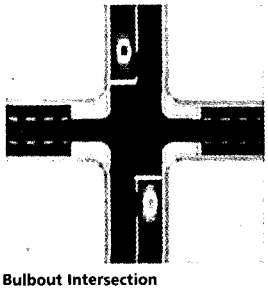
Parking



Rebuild Street

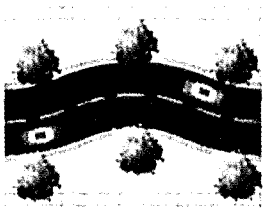


Bulbout Midblock

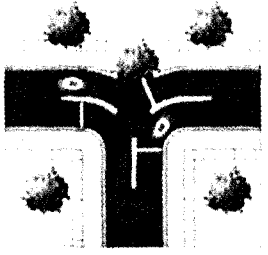


Bulbout Intersection

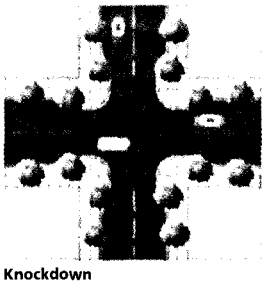
Deflecting the Vehicle Path



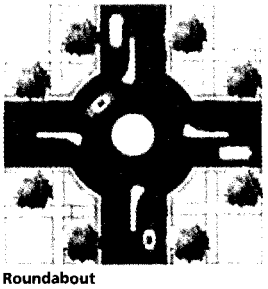
Chicane



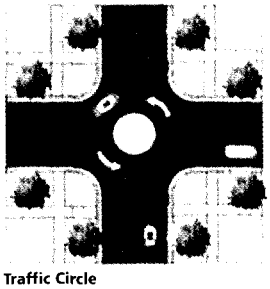
Modified Intersection



Knockdown

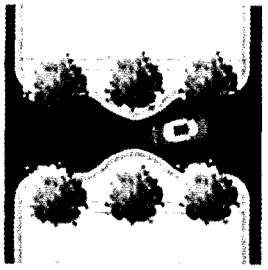


Roundabout

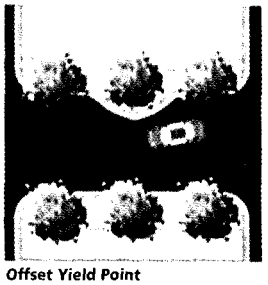


Traffic Circle

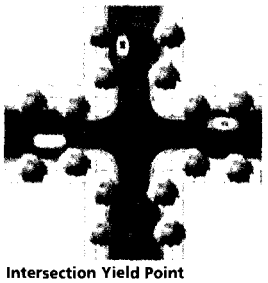
Sharing the Pavement



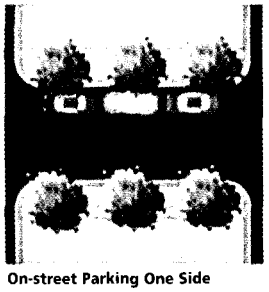
Centered Mid-block Yield Point



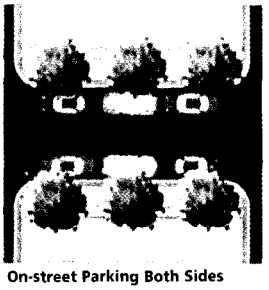
Offset Yield Point



Intersection Yield Point



On-street Parking One Side



On-street Parking Both Sides

Prepared by Glatting, Jackson, Kercher, Anglin, Lopez, Rinehart, Inc for the City of West Palm Beach, FL

Model Codes

These documents present ordinance provisions for use by local government that support implementation of community-oriented transportation strategies.

Example of a Model Code

Source: Tri-County Metropolitan Transportation District of Oregon (Tri-Met). *Planning and Design for Transit.* Portland, OR: Tri-Met, March 1993.

Chapter 5 Urban Planned Unit Developments

5.010 Purpose

The Urban Planned Unit Development (PUD) regulations are specifically intended for infill sites in developed areas where greater flexibility than the conventional multi-family zoning and subdivision regulations is needed to achieve transit supportive residential development. The specific objectives are to:

(a) Provide flexibility in architectural design, placement, and clustering of buildings use, of open areas and outdoor living areas; provision of circulation facilities and parking; and related site and design considerations in urban areas in order to support transit use in new residential development;

(b) Encourage mixed use in new residential development;

(c) Foster pedestrian-oriented environments; and

(d) Provide for efficient use of public services and improvements through compact, higher density development.

5.020 Zoning and Locations Allowed

Urban PUDs are allowed in all residential and commercial zones on sites that are within one quarter mile of light rail transit stations and designated transit streets.

5.030 Land Use Regulations

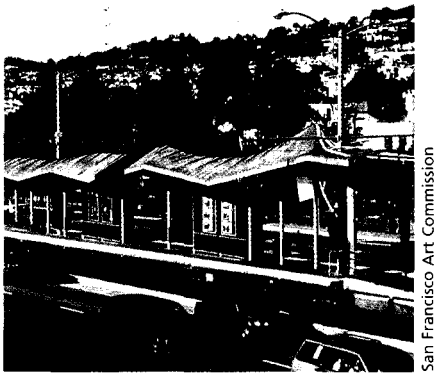
(a) Standard uses. Urban PUDs may include all of the uses which are allowed in the base zone by right, with limitations, or as a conditional use.

(b) Support Commercial. Urban PUDs in residential zones may contain neighborhood-serving ground floor commercial space.

Local Government Commission

Comments

These PUD provisions are called "Urban" to distinguish them from suburban standards often found in PUD regulations. A 10 percent density bonus is offered as an incentive, the intent being to encourage transit supportive PUDs in existing urban areas. This provision is consistent with OAR 660-12055(2)(a), which calls for increasing residential densities within one-quarter mile of transit lines, major employment areas and major regional shopping centers. A one acre minimum lot size may require land assembly, so the density bonus is a type of financial incentive.



San Francisco Art Commission

Urban PUDs might not be allowed in existing single family neighborhoods, or allowed only with approval of a conditional use permit, in order to avoid potential land use conflicts and adverse impacts on residents.

A size limit such as 2,500 square feet could be imposed.

Another example of a model code

Source: NJ Transit. *Planning for Transit Friendly Land Use: A Handbook for New Jersey Communities*, prepared by Skidmore, Owings, and Merrill with Lehr & Associates, Edwards and Kelcey Inc., Jane Lyle Diepeveen, and Joyce Wilson Graphic Design. Newark, NJ: NJ Transit, June 1994.

Basis for Station Area Zoning

Article (10) Station Area (SA) Zones or [Station Overlay (SAO) Zones]

10.1 Purposes

The general purpose of the Station Area Zones [Station Area Overlay Zone] is to implement the Station Area Plan element of the Master Plan.

San Francisco Art Commission

The specific purposes are:

- to provide for land uses and facilities beneficial to both the community and to transit users;
- to increase use of the rail station;
- to concentrate a mix of retail, office, residential, public, light industrial and open space uses within walking distance of each other and the rail station, in order to increase con-

venience for residents, shoppers, commuters and employees and to reduce auto traffic by providing an environment conducive to pedestrians, bicyclists and transit users;

City of San Diego

- to provide for land uses that will generate and encourage transit ridership;
- to revitalize the Station Area [or local name such as Greenwood Section] and enhance economic vitality [encourage economic development] through zoning incentives;
- to provide for the safe and efficient flow of pedestrian and vehicular traffic, emphasizing a pedestrian-oriented environment; to preserve established residential neighborhoods in and adjacent to the Station Area;
- to provide for visual amenity, and to reinforce a sense of place or center; and where applicable, if the Housing Element shows an affordable housing site in the Station Area:
- to provide for the development of affordable housing to aid (Greenwood) in meeting its affordable housing obligation.

Resource List of Model Codes

Arendt, Randall. *Rural by Design: Maintaining Small Town Character.* Chicago, IL: American Planning Association Planners Press, 1994. (See Design Guides)

Duany, Andres and Elizabeth Plater-Zyberk. *Towns and Town-Making Principles.* New York, NY: Rizzoli International Publications, Inc., 1991.

The authors present their town planning principles and recommended on-site design processes as they apply to suburbs. The book also includes the regulating codes used for implementing the design principles.

King County, Washington Department of Metropolitan Services & Washington State Department of Transportation (WSDOT) Office of Urban Mobility. *Creating Transit Supportive Regulations: A Compendium of Codes, Standards & Guidelines/* Municipal Research & Services Center of Washington. Lynnwood, WA: King County WA Department of Metropolitan Services & WSDOT, August 1995. (See Implementation Guides)

NJ Transit. *Planning for Transit Friendly Land Use: A Handbook for New Jersey Communities*, prepared by Skidmore, Owings, and Merrill with Lehr & Associates, Edwards and Kelcey Inc., Jane Lyle Diepeveen, and Joyce Wilson Graphic Design. Newark, NJ: NJ Transit, June 1994. (See Implementation Guides)

Oregon Chapter American Planning Association. *Recommendations for Pedestrian, Bicycle and Transit-Friendly Development Ordinances.* Salem, OR: Oregon Chapter American Planning Association, 1993.

This guide provides draft ordinance language to make developments more pedestrian-, bicycle- and transit-friendly.

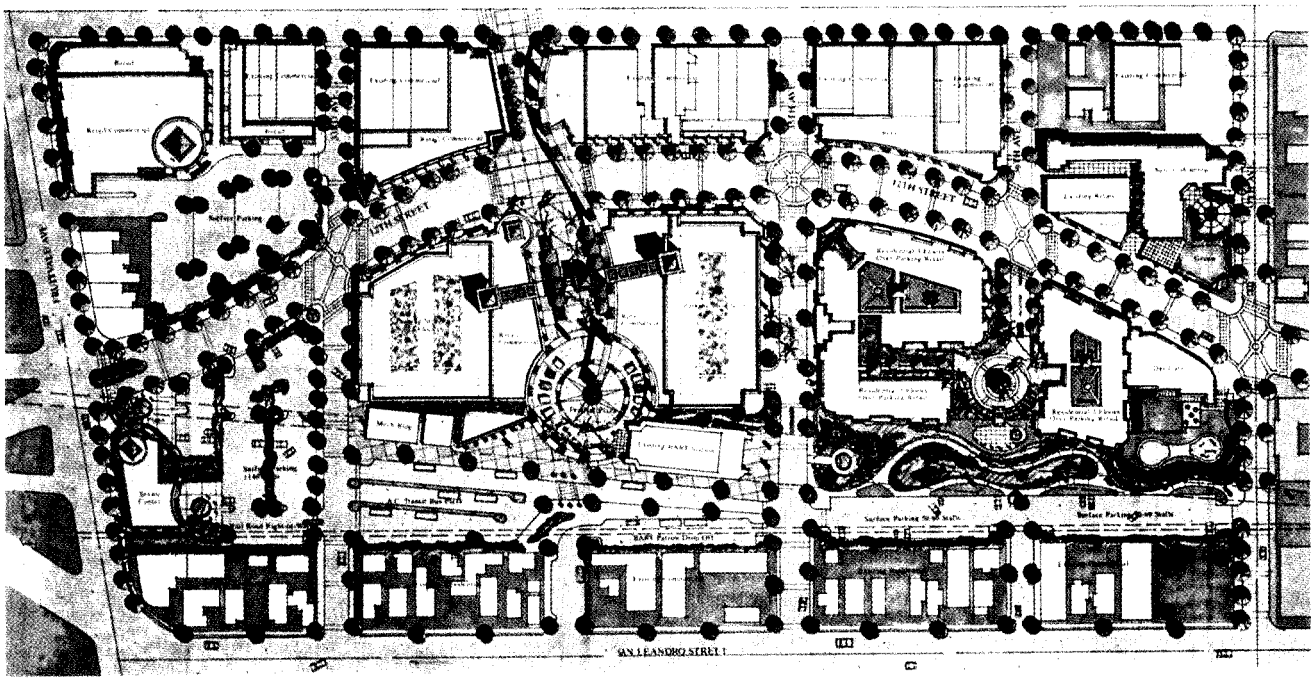
Oregon Department of Transportation (ODOT). *Best Management Practices for Transportation/Land Use Planning.* Salem, OR: ODOT, 1992.

This guide highlights bicycle, pedestrian and transit design concepts and shows how to incorporate these concepts into ordinances.

Sacramento County Planning and Community Development Department. *Transit Oriented Development Design Guidelines/* prepared by Calthorpe Associates. Sacramento, CA: September 1990. (See Design Guides)

Snohomish County Transportation Authority. *A Guide to Land Use and Public Transportation, Vol.II: Applying the Concepts.* Lynnwood, WA: Snohomish County Transportation Authority, 1993. (See Implementation Guides)

Tri-County Metropolitan Transportation District of Oregon (Tri-Met). *Planning and Design for Transit.* Portland, OR: Tri-Met, March 1993. (See Implementation Guides)



Spanish Speaking Unity Council

Site plan for Fruitvale BART Transit Village, Oakland, CA

Checklists for Local Governments and Developers

These checklists identify design principles, local policies, and implementation measures that local governments and developers can use in designing, reviewing, and implementing community-oriented transportation strategies.

Example of a Checklist

Source: Association of Bay Area Governments (ABAG) and Bay Area Air Quality Management District (BAAQMD). *Design Strategies for Encouraging Alternatives to Auto Use Through Local Development Review.* Oakland, CA: ABAG and BAAQMD, April 1994.

The Workplace: Development Review Checklist

- Do employees have alternatives to using their automobiles at lunchtime? Is there convenient access to a restaurant or deli, grocery store, post office, bank or other personal services?
- Can any of these services be located on site?
- Does the development provide pedestrian and bicycle connections to related services?
- Does the site offer clearly defined and reasonably direct pedestrian connections to transit?
- Do transit facilities provide an attractive and a secure environment with protection from the weather?
- Are there sidewalks and bikeways along the site frontage? Do these amenities connect to sidewalks and streets on adjacent and nearby properties?
- Are there convenient crosswalks to other uses on and off site?
- Does the layout of the site create usable pedestrian circulation?
- Are pedestrian routes buffered from street traffic and parking areas?
- Does the development provide secure bicycle storage and parking facilities?
- Are buildings and entrances sited to be easily accessible from the street?

- Is the first floor use of the building pedestrian oriented?

- Are amenities provided to help create a pedestrian environment along and between the site buildings?

- Is most parking located to the side or to the rear of buildings?

Residential Project: Development Review Checklist

- Can residents easily and safely walk or bicycle to a store, post office, park, cafe or bank?

- Does the development provide bus pullouts and transit stops?

- Are there well-defined and reasonably direct pedestrian routes to transit?

- Does the site's street pattern connect with streets in adjacent developments? Do streets provide access to an existing transit street or facility?

- Do the streets provide choices of travel?

- Does the street pattern provide a sense of orientation with areas of activity and nearby neighborhoods and streets?

- Are there sidewalks between residences and other uses and areas of activity?

- Are pedestrian paths buffered from fast-moving traffic and expanses of parking?

- Are there bikeways? Do they connect with bikeways in other neighborhoods?

- Are there trees sheltering streets and sidewalks?

Resource List: Checklists for Local Governments and Developers

Association of Bay Area Governments and Bay Area Air Quality Management District. *Design Strategies for Encouraging Alternatives to Auto Use Through Local Development Review.* Oakland, CA: Association of Bay Area Governments and Bay Area Air Quality Management District, April 1994.

This guide presents site planning and design approaches that local governments should consider when reviewing and approving development. It provides illustrations of specific site and neighborhood designs. It also includes a checklist of design principles that local governments can use in reviewing development proposals. Design principles included are —

- street layout and design: 1) multiple and parallel routes; 2) sidewalks and bikeways;
- connections between community activities: 1) transit, pedestrian, bicycle connections with residential areas; 2) pedestrian connections with employment uses; 3) pedestrian accessways to transit stops;
- site design: 1) pedestrian-oriented spaces and pathways; 2) orienting buildings and main entrances toward streets with transit facilities; 3) minimizing large setbacks for retail and employment uses; 4) transit stops that are attractive and provide safety and weather protection; 5) bicycle parking and storage in office, commercial, and multifamily residential developments.

Association of Bay Area Governments (ABAG) and Bay Area Air Quality Management District (BAAQMD). *Improving Air Quality Through Local Plans and Programs: A Guidebook for City and County Governments.* Oakland, CA: ABAG and BAAQMD, April 1994. (See Implementation Guides)

Center for Livable Communities. *Building Livable Communities: A Policymaker's Guide to Infill Development.* Sacramento, CA: Local Government Commission, August 1995. (See Implementation Guides)

Center for Livable Communities. *A Policymaker's Guide to Transit-Oriented Development.* Sacramento, CA: Local Government Commission, August 1996.

This how-to guide provides the economic, environmental and social rationale for developing around transit. It describes what a local government should look for in transit-oriented development and discusses potential tools local jurisdictions can use to implement such projects. Tips for project financing are provided as well as over 20 project examples from around the country.

Local Government Commission, *Ahwahnee Principles for Resource-Efficient Communities*, reprinted from *Western City Magazine*, September 1994. (See Concept Papers)

NJ Transit. *Planning for Transit Friendly Land Use: A Handbook for New Jersey Communities*, prepared by Skidmore, Owings, and Merrill with Lehr & Associates, Edwards and Kelcey Inc., Jane Lyle Diepeveen, and Joyce Wilson Graphic Design. Newark, NJ: NJ Transit, June 1994. (See Implementation Guides)

Project for Public Spaces. *The Role of Transit in Creating Livable Metropolitan Communities.* New York, NY: Project for Public Spaces. (See Implementation Guides)

Snohomish County Transportation Authority. *Creating Transportation Choices Through Zoning.* Lynnwood, WA: Snohomish County Transportation Authority, October 1994. (See Implementation Guides)

Snohomish County Transportation Authority. *A Guide to Land Use and Public Transportation, Vol. I,* Lynnwood, WA: Snohomish County Transportation Authority, 1993. (See Implementation Guides)

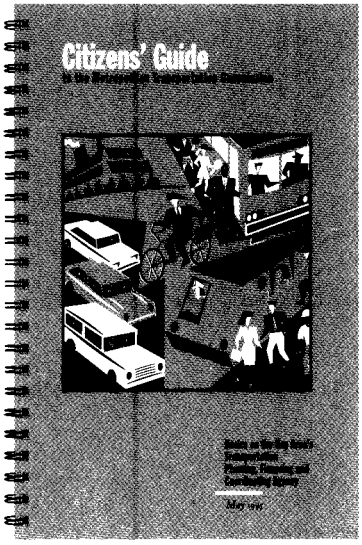
Snohomish County Transportation Authority. *A Guide to Land Use and Public Transportation, Vol.II: Applying the Concepts.* Lynnwood, WA: Snohomish County Transportation Authority, 1993. (See Implementation Guides)

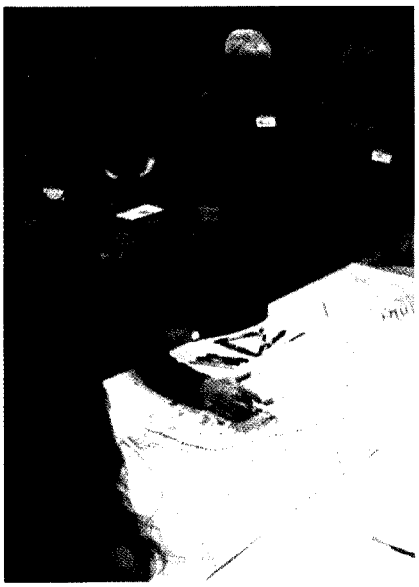
Suisun City Redevelopment Agency

Waterfront in Suisun City, CA

Public Information and Education

This category includes brief reports and articles that provide a non-technical overview of community-oriented transportation strategies and examples.





Local Government Commission

Example of Public Information/Education

Source: Pedestrian Federation of America. *Walk Tall: A Citizen's Guide to Walkable Communities.* Washington, DC: Pedestrian Federation of America, 1995.

Livable communities

by Megan Maguire, *Pedestrian Federation of America*

A walkable community can make your life and the lives of your neighbors better in unintended ways. For instance, studies show that the lighter the flow of automobile traffic on a neighborhood street, the greater the number of friends and acquaintances people will have. On streets with 2,000 vehicles traveling on them per day, a single person will average three friends and six acquaintances. In contrast, on streets with a much higher traffic volume (16,000 vehicles per day), the number of friends a person has is likely to drop to less than one and the number of acquaintances to three.

Befriending your neighbors can provide many social benefits: someone to house-sit when you travel, a baby-sitter for your children and a friend without having to travel to see him or her. Such friendships can also play a major role in reducing crime since crimes are less likely to take place in areas with lots of people out walking. In areas where people get out and know one another, the chances are much greater that a stranger will be noticed and reported.

Safe and convenient walking paths provide adults with an easy way to exercise, spend time with their children and enjoy their surroundings. For children, the same paths offer independence. Kids can visit friends, travel to and from school and attend afterschool activities without having to rely on Mom, Dad or a carpool.

Walking has no age limits, requires no special equipment and it's free! By walking a short distance instead of using a car, you can save money, reduce stress, stay fit and still get somewhere. At the same time, that walk will help reduce air pollution, lessen automobile traffic and increase the feeling of community.

What makes a community walkable?

by Linda Tracy, *Pedestrian Federation of America*

Fortunately, there are many communities where walking is popular and has been actively encouraged. These walkable communities provide an example and inspiration to everyone working to improve a neighborhood, town or city.

Many qualities make a place great to walk. Think about your own favorites. The list probably includes attractive places to walk that conveniently and easily take you where you want to go, where you don't have to contend with traffic. The qualities that make a community walkable are hard to define. You just know when they're there and quickly miss them when they are not.

Resource List for Public Information/Education

American Public Transit Association. *Building Better Communities: Coordinating Land Use and Transit Planning.* Washington, DC: American Public Transit Association, September 1989.

This brochure discusses how transit should be integrated into land-use plans and site designs so that transit becomes more accessible. This brochure also provides examples from around the nation.

American Public Transit Association. *Making the Connection: Intermodal Passenger Transportation Facilities.* Washington, DC: American Public Transit Association, June 1995.

This brochure highlights intermodal passenger facilities around the country.

California Air Resources Board (CARB). *The Land Use-Air Quality Linkage: How Land Use and Transportation Affect Air Quality.* Sacramento, CA: CARB, 1994.

This report summarizes data currently available on the relationship between land use, transportation, and air quality. It identifies the minimum densities needed to support transit service and the relationship between population density and annual vehicle miles traveled per capita. It also describes land-use strategies that can reduce automobile use.

Capital District Transportation Committee. *Making the Capital District More Bicycle- and Pedestrian-Friendly: A Toolbox and Game Plan.* Albany, NY: Capital District Transportation Committee, August 1995. (See Implementation Guides)

Center for Neighborhood Technology. *Opportunities in Neighborhood Technology to Improve the Environment and Create Jobs; Community Green Line Initiative: Land Use Planning, Community Development and Public Transit, The Pulaski Station Project.* Chicago, IL: Center for Neighborhood Technology, no date. (See Case Studies)

Citizens Advocating Responsible Transportation. *Traffic Calming: The Solution to Urban Traffic and a New Vision for Neighborhood Livability.* Ashgrove, Australia: Citizens Advocating Responsible Transportation, 1993.

This journal article describes myths of traditional traffic planning, reviews various traffic calming techniques, and presents an approach for reviewing street designs.

Federal Highway Administration. *A Look at Our Nation's Highways: Rebuilding Bridges and Communities.* Washington, DC: Federal Highway Administration.

This brochure highlights the challenges and solutions for rehabilitating bridges around the country. It also provides "before-and-after" pictures of these projects.

Federal Transit Administration. *Planning, Developing and Implementing Community-Sensitive Transit.* Washington, DC: Federal Transit Administration, Office of Planning, May 1996. (See Implementaion Guides)

Fernandez, John M. "Boulder Brings Back the Neighborhood Street." *Planning 60* (June 1994): pp. 21–26.

This article describes how Boulder is trying to relate its street design standards to an overall community planning and urban design program.

Fulton, William. "Winning Over the Street People." *Planning,* (May 1991): pp. 8–11.

This paper reviews briefly the ongoing debate between traffic engineers and planners over neotraditional community design elements, especially narrow streets laid out in a grid pattern. While traffic engineers express concern about safety issues, traffic flow, and maneuverability of emergency vehicles and garbage trucks, the neotraditional community designers are concerned about more livable communities and de-emphasizing the automobile.

Institute of Transportation Engineers Technical Council Committee 5p–8. *Traffic Engineering for Neo-Traditional Neighborhood Design: An Informational Report.* Annandale, VA: Institute of Transportation Engineers, Feb. 1994.

Neo-traditional neighborhood design offers attractive features for living, working, and shopping, and makes walking and, in some cases transit, more attractive. But, it is not clear how this design will affect important traffic engineering issues, such as safety, geometrics, and capacity. This report compares suburban and neo-traditional designs, reviews the traffic engineering issues, and sets a direction for future research concerning traffic engineering for these neighborhoods.

Kunstler, James Howard. "Home From Nowhere, How to Make Our Cities and Towns Livable." *The Atlantic Monthly* 278 No. 3 (September 1996).

This article describes the history of suburban development, characteristics of livable communities and how zoning laws have prohibited the development of livable communities.

Local Government Commission, *Livable Places Update*. Sacramento, CA: Local Government Commission, monthly publication. (See Case Studies)

Metroplan. *Metro 2020: Metropolitan Transportation Plan*. Little Rock, AR: Metroplan, 1994.

This public information document demonstrates how visual preference surveys can be used to influence the development of a regional transportation plan.

Newman, Peter and Jeff Kenworthy. *Winning Back the Cities*. Australia: Australia Consumers' Association/Pluto Press Australia, 1992.

This brochure discusses how automobile use can define a city and provides information on traffic calming, light-rail developments and urban villages.

On the Ground. *The Multimedia Journal on Community, Design, and Environment: Transportation Design for Diversity*, Vol. 1, No. 3, Summer 1995.

This edition of the *On the Ground* publication focuses on transportation and contains several articles dealing with transit- and pedestrian-oriented design. Slides and a video also accompany this edition of the publication.

Reclaiming Our Streets Task Force. *Reclaiming Our Streets: Traffic Solutions, Safer Streets, More Livable Neighborhoods: A Community Action Plan*. Portland, OR: City of Portland, Office of Transportation, Bureau of Traffic Management, February 1993.

This handbook provides a citizens' guide to the Portland community's recommendations for improving the livability of its neighborhoods.

Surface Transportation Policy Project and Citizen Action. *Campaign for Reliable Transportation: Choice. Affordability. Local Control*. Washington, DC: Surface Transportation Policy Project and Citizen Action, 1996. (See Implementation Guides)

Suisun City Redevelopment Agency

Case Studies

These documents present information — sometimes detailed information — on either proposed or existing examples of community-oriented transportation strategies. Some case studies include information about effectiveness.

Example of a Case Study

Source: Local Government Commission. *Putting Our Communities Back on Their Feet: Towards Better Land Use Planning, Executive Summary*, A West Coast Conference on Land Use Planning. Sacramento, CA: Local Government Commission, 1994.

Downtown/Suburban Solutions: Bellevue and Santa Monica

Bellevue's Downtown Plan

Mark Hinshaw, *Mark L. Hinshaw AIA*

Location

City of Bellevue, WA, a suburb located several miles east of Seattle across Lake Washington. The downtown area is approximately 1/2 square mile.

Planning Process

During the 1970s, Bellevue experienced explosive and haphazard growth. By the end of the decade, citizen dissatisfaction with this growth and the ugly development it was creating led the city council to take several actions: specifically, the city council denied a proposed large regional shopping center, placed severe caps and zoning restrictions on non-downtown development, and initiated preparation of a downtown plan. After extensive involvement by community groups, Bellevue adopted the downtown plan in 1979, followed by implementing regulations in 1982.

How the Plan incorporates the Ahwahnee Principles

Land use principles seek to anchor the downtown as a destination, an employment center, and as a residential area through requiring street-level retail and concentrating offices near transit:

- All new downtown development, including residential, was obligated to provide active, street-accessible retail with clear glass windows. As a result, the downtown shopping mall (The Bon/Bellevue Square) was reconfigured to face outward and has become the downtown anchor. Various high-density office projects have also been initiated in the downtown commercial core.

Tamien Childcare Center, San Jose, CA; partially funded by ISTEA

- There are incentives provided for supermarket(s) downtown.

- The historic Main Street was protectively zoned for specialty shopping and low-rises.

- There are incentives offered for residential uses around the downtown core. The other measures have provided reasons for people to live downtown, and there has been substantial urban residential construction. Most are high-density, five-story buildings, with ground floor retail and services. Downtown residential projects must now provide 10% low- and moderate-income units.

- Transportation principles, including parking limits, a Transit/HOV emphasis, and pedestrian network, also contribute to downtown success.

- The City implemented a parking maximum for office development. The previous requirement of 5 spaces/1000 square feet was reduced to a maximum of 2.5 spaces.

- Retail parking was revised from 5 spaces/1000 square feet to 4 spaces/1000 square feet.

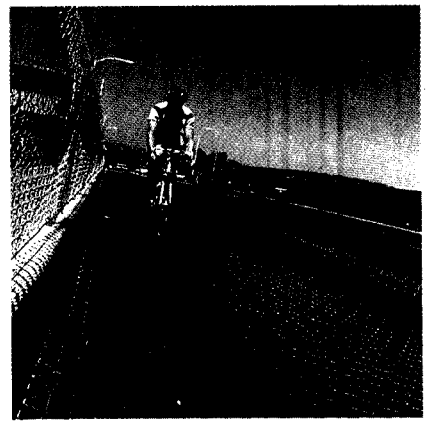
- We disallowed separate parking garages. Increased land values have forced mainly underground parking.

- Together with the transit provider, we located a transit center downtown. The transit system uses timed transfers and in 10 years will include underground regional transit.

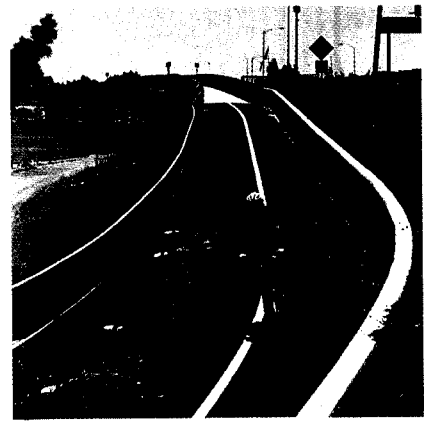
- We designed the transit center as a public space, with attractive design and a cafe.

- We installed numerous pedestrian amenities, including wide sidewalks, benches, landscaping, sitting-height walls, etc. The public works department found "micro-parks" could be built for a few thousand dollars with seating and plantings to encourage pedestrian use.

Bicycle bridge, City of Alameda, CA; partially funded by ISTEA



Before



After

- We required through-block pedestrian connections. No walls or fences are allowed, and there are always places, routes, paths and connections with seating to encourage walking. Mid-block connections can be shared by developers.

- Urban design principles and guidelines generate public open spaces and civic improvements.

- The City built a large civic park, now popular for lunches, festivals, etc., and a new library and conference center. A private museum has also opened.

- All private developments are required to provide publicly-accessible open space. Setbacks are usually prohibited. Buildings must extend to the public right of way.

- Street furniture, landscaping, and trash receptacles are also required.

Some Lessons Learned

Initially, the requirement for street-level retail resulted in too much retail space and vacancies. The City has now selected certain streets near transit and shopping centers and the historic district where retail is required; 50–75 percent must be traditional retail, not banks. On other identified streets, ground-floor retail is optional, and on others it is not required at all. The City may later expand the requirement again. Right now, to issue a certificate of operation, the City asks for a marketing plan and a good faith effort to find retail tenants. Most projects have had other tenants subsidize the retail for the first five years.

When there were no exceptions to the parking maximums, banks went along. There is a window between 2–3 spaces/1000 square feet where the allowance is not too low to prevent siting. The City's goal is to decrease that over time to 1 space/1000 square feet.

Urban sidewalks must be 12–16 feet wide to make them walkable.

Santa Monica Downtown Redevelopment — Third Street Promenade

Judith Meister, *Asset Manager, City of Santa Monica*

Location

Santa Monica, CA, on the Pacific Coast roughly 15 miles west of downtown Los Angeles. Population: approximately 90,000.

Planning Process

In the early 1960s, Santa Monica converted Third Street into a three-block pedestrian mall (Santa Monica Mall) which was never very successful, due in large part to poor design and competition from other commercial areas. In the 1970s, a traditional suburban shopping mall (Santa Monica Place) opened and further drained shoppers from Santa Monica Mall, despite its great location and promise.

Local Government Commission

By the 1980s, Santa Monica's progressive City Council, city staff, and property owners wanted to take action to reinvigorate the Santa Monica Mall. Roma Design Group was hired to prepare a specific plan for the downtown area and propose designs for the Mall/Third Street Promenade. To solicit public input, six public workshops were held on the specific plan, and six on the Promenade design. As a result, the Third Street Promenade is now a popular commercial area, and the City hopes eventually to expand to adjacent streets.

Three factors contributed to the project's success:

1 An effective management structure. The City created the Third Street Development Corporation (now known as the Bayside District Corporation) to manage the project. Strong leadership on the City Council, commitment by property owners, and consensus between the City, landowners, businesses, and community groups allowed for quick movement.

2 A thoughtful plan, and the ability to finance it.

3 Opportunity and good luck. The City had sought to promote entertainment uses. Various movie theater operators proposed projects, which the City was able to steer to the

Promenade where they now provide major night-time draw. Similarly, many restaurants and book stores have located on the Promenade.

How the project incorporates the Ahwahnee Principles

- The plan builds on the site's attractive outdoor location, mixing uses — retail, office, and entertainment — on each block, and scaling back upper stories. Additionally, there is some housing above retail.

- Bollards block auto entry, but allow for emergency access.

- The plan emphasizes neighborhood commercial uses and night-time activity.

- Festivals are encouraged and most restaurants have outdoor dining.

- Development standards allow higher densities at street corners.

- Long blocks (2,000 feet) are broken up by pavilions containing food and flower vendors, etc. Street vendors and carts are also encouraged.

- Fountains and topiary dinosaurs highlight gateways to the Promenade and are very popular.

- The City encourages and assists with restoration of historic building facades and seismic reinforcement.

Financing

The City issued $10 million in bonds to finance improvements to Third Street, which leveraged $200 million in investment. With the agreement of the merchants and property owners, the City formed one assessment district, with levies based on square footage and property location. A second assessment district was formed to provide funds for operations and maintenance based on the business license tax. Formerly free parking was metered to provide additional revenue for maintenance.

Future

Despite its progress to date, the City considers the Third Street Promenade's success to be fragile. Issues the City is currently wrestling with include: recent earthquake damage and whether other commercial districts will draw interest away from the Promenade during rebuilding; how to maintain ongoing public interest after rebuilding; maintenance costs that are not fully covered by existing revenues; the need to limit the number of alcohol establishments and street performers; aggressive panhandling; and limited residential development proposals.

Resource List for Case Studies

American Public Transit Association. *Making the Connection: Intermodal Passenger Transportation Facilities.* Washington, DC: American Public Transit Association, June 1995. (See Public Information/Education)

Appleyard, Donald. *Livable Streets.* Berkeley and Los Angeles, CA: University of California Press, 1981. (See Implementation Guides)

Arendt, Randall. *Rural by Design: Maintaining Small Town Character.* Chicago: American Planning Association Planners Press, 1994. (See Design Guides)

Barnett, Jonathan. *The Fractured Metropolis: Improving the City, Restoring the Old City, Reshaping the Region.* New York, NY: Icon Editions, Harper Collins, 1995.

This book provides many examples of projects designed to revitalize older cities and make new cities more attractive. Many photographs, designs and illustrations are provided as well.

Beaumont, Constance E. *How Superstore Sprawl Can Harm Communities.* Washington, DC: National Trust for Historic Preservation, 1994. (See Implementation Guides)

Bernick, Michael and Robert Cervero. *Transit-Based Residential Development in the United States.* Washington, DC: Federal Transit Administration, March 1994.

This study reviews the emergence of transit-based residential development, which is defined in this report as development within a one-quarter-mile radius of a transit station to maximize transit ridership. The different types of residential development are described. Development on transit district land, on land adjacent to transit stations, and concentrations of residential developments at transit stations are described. Several examples are provided.

Bernick, Michael and Peter Hall. "The New Emphasis of Transit-Based Housing Throughout the United States." (IURD Working Paper 580) Berkeley, CA: Institute of Urban and Regional Development/National Transit Access Center, University of California at Berkeley, August 1992.

This report summarizes transit-based housing and mixed-use developments along transit lines in 8 metropolitan areas, including several areas in California as well as Portland, Washington DC, Atlanta, Houston, Boston and Vancouver, British Colombia.

Bernick, Michael and Jason Munkres. *Designing Transit-Based Communities.* Berkeley, CA: University of California at Berkeley, August 1992.

Four examples of transit based community design are examined: Pleasant Hill BART Station, Hayward BART, a proposed station on the Sacramento light-rail system, and the proposed East Dublin BART Station.

Blair, Robin and Karen Heit. "The Westlake/MacArthur Park Project: A Laboratory for Linking Land Use and Transportation in Los Angeles." Presented at the Transportation Research Board Annual Meeting, January 1993.

This paper discusses how the planned Westlake/MacArthur Park Station, the interim terminus for Los Angeles' Metro Rail Phase I, will function as an urban laboratory for analyzing the impacts of transit on land use. The design is for a mixed-use, pedestrian-oriented, secure, station environment. It will include retail, housing, medical uses, and pedestrian plazas.

Calthorpe, Peter. *The Next American Metropolis: Ecology, Community and the American Dream.* New York: Princeton Architectural Press, 1993.

In addition to elaborating on potential new directions for growth in American cities, detailed guidelines are provided that focus on transit-oriented development and ways to shape areas that are more oriented to people than to automobiles. Case studies at all levels (ranging from rail station area plans to large scale developments) are also included.

Capital District Transportation Committee. *Making the Capital District More Bicycle- and Pedestrian-Friendly: A Toolbox and Game Plan.* Albany, NY: Capital District Transportation Committee, 1995.

The plan is a strategy for incorporating these modes more fully into the regional transportation system. It includes technical guidance, identifies places to start, recommends planning process changes, and presents a staging plan for getting the process of bicycle and pedestrian accommodation underway.

Center for Livable Communities. *A Policymaker's Guide to Transit-Oriented Development.* Sacramento, CA: Local Government Commission, August 1996. (See Implementation Guides)

Center for Livable Communities. *Model Projects.* Sacramento, CA: Local Government Commission, 1994.

Several "model" livable communities-type projects are highlighted in individual four-page fact sheets. The projects included are: The Crossings, Mountain View, CA; Grand Central Square and Playa Vista, Los Angeles, CA; Memorial Park, Richmond, CA; Mizner Park, Boca Raton, FL; River Place, Portland, OR; Uptown District, San Diego, CA; and, Village Homes, Davis, CA.

Center for Livable Communities. *Participation Tools for Better Land-Use Planning: Techniques and Case Studies.* Sacramento, CA: Local Government Commission, May 1995. (See Implementation Guides)

Center for Neighborhood Technology. *Opportunities in Neighborhood Technology to Improve the Environment and Create Jobs; Community Green Line Initiative: Land Use Planning, Community Development and Public Transit, The Pulaski Station Project.* Chicago, IL: Center for Neighborhood Technology, no date.

This information document details the community's plan and principles for developing station areas in Chicago.

City of Mountain View. *Neighborhood Traffic Management Program (proposed),* Mountain View, CA: City of Mountain View, Public Works Department, 1996.

This document-in-progress describes a Bay Area city's approach to working with its city council to consider a traffic management plan. It recommends using traffic calming techniques in residential areas.

City of Oakland/General Plan Congress, *Goals, Objectives, Policies and Actions for the Updates of the Land Use and Transportation Elements of Oakland's General Plan,* January 1996.

This draft update to Oakland's general plan provides an example of how transit villages can be incorporated into a city's plan.

City of Portland Office of Transportation. *Managing Change in the Lloyd Community: Resource Book.* Portland, OR: City of Portland, January 1995.

This guide provides information about public and private development, transportation projects, city policies, and community resources that are blending together to form the new Lloyd District.

City of San Jose. *Tamien Station Area Specific Plan.* San Jose, CA: Department of City Planning and Building, November 1994.

The Tamien Station area, which includes vacant and underutilized land, is near two transit facilities — the Tamien Light Rail Transit Station and the Tamien CalTrain Station. The purpose of the Specific Plan is to encourage investment and new development within the area to provide a transit- and pedestrian-oriented community that meets the objectives of the city's Housing Initiative Program. This program's goals include the production of high density housing for all income levels.

City of Toronto Planning and Development Department. *Streetscape Manual.* Toronto: City of Toronto Planning and Development Department, January 1995. (See Design Guides)

Energy Outreach Center and Washington State. *Redevelopment for Livable Communities.* Olympia, WA: Energy Outreach Center and Washington State Energy Office, 1995. (See Implementation Guides)

Federal Highway Administration. *A Look at Our Nation's Highways: Rebuilding Bridges and Communities.* Washington, DC: Federal Highway Administration, no date. (See Public Information/Education)

Federal Highway Administration. *National Bicycling and Walking Study: Current Planning Guidelines and Design Standards Being Used by State and Local Agencies for Bicycle and Pedestrian Facilities (Case Study No. 24).* Prepared by Greenways Incorporated. Washington, DC: Federal Highway Administration, August 1992.

This case study report presents a compilation of bicycle and pedestrian facility design practices in the United States. The report focuses on current national standards and provides examples of how state and local agencies are exceeding such standards. There is also a comparison of national, state, and local standards and guidelines.

Federal Highway Administration. *A Study of Bicycle and Pedestrian Programs in European Countries/* prepared by George G. Wynne, ASLG. Report #HE P-50/7-93 (3M)E. January 1992.

This case study guide provides examples of bicycle and pedestrian projects and programs in Europe. It also provides some "before and after" data about the effectiveness of implemented projects.

Federal Highway Administration/National Trust for Historic Preservation. *Building on the Past, Traveling to the Future: A Preservationist's Guide to the ISTEA Transportation Enhancement Provision,* Washington, DC: Federal Highway Administration and the National Trust for Historic Preservation, no date. (See Implementation Guides)

Federal Transit Administration. *Livable Communities Initiative: Putting People First in Our Transportation System.* Washington, DC: Federal Transit Administration (FTA), no date.

This booklet summarizes FTA's livable communities initiative by providing a one-page fact sheet on each project that has been funded through this program to date.

Federal Transit Administration, U.S. Department of Transportation. *Transit-Supportive Development in the United States: Experiences and Prospects/* prepared by the University of California at Berkeley. Berkeley, CA: University of California at Berkeley, 1994.

This report assesses recent experiences in the U.S. with developments that are designed to address the particular needs of transit users and pedestrians. The report examines these projects at three levels: individual site, neighborhood, and community. It examines these sites in terms of impacts on ridership and service delivery. The study focuses on suburban and ex-urban settings served by bus transit only.

The conclusion is that transit-friendly design features alone do not greatly influence transit ridership. At the neighborhood level, denser areas with grid street patterns seem to have more transit use than more auto-oriented areas, controlling for income differences. European experiences show that land use and transit planning in combination with site design complement each other and encourage people to travel by modes other than the automobile.

Fillip, Janice. "Uptown District, San Diego." *Urban Land* (June 1990): pp. 2–7.

This paper describes how the Uptown District is an example of the successful insertion of large-scale, mixed-use development into an existing urban neighborhood.

Fink, Marc. "Toward a Sunbelt Urban Design Manifesto." *Journal of the American Planning Association* 59 (Summer 1993): pp 320–333.

This article describes a new American urbanism, and presents Phoenix as an example. The Phoenix General Plan of 1985 uses the urban village concept as the unifying element of the plan. The village is intended to satisfy the need to belong to an identifiable community within the city. Each village is to contain 100,000 to 150,000 people and to have medium intensity neighborhoods at the periphery with a core that includes a pedestrian environment and cultural, entertainment, and institutional uses. The article concludes that while this plan has been in effect for 10 years and implementation has proceeded well so far, its ultimate success cannot yet be determined.

Greenberg, Ellen. *Enhancing Land Use and Transportation Connections: I-80 Corridor Study.* Oakland, CA: Metropolitan Transportation Commission, June 1996.

This report provides a review and analysis of recent research on the relationship between transportation and land use. It also contains several case studies where there may be opportunities for integrating development with transportation facilities and services in the Bay Area's I-80 corridor, including Richmond intermodal area, El Cerrito Plaza BART area, the Vallejo waterfront, and the Fairfield rail station area.

Jones, David. *Transportation/Land Use Coordination for the I-580/205 Corridor.* Oakland, CA: Metropolitan Transportation Commission, May 1996.

This issue paper identifies an action agenda for transportation/land use coordination in the I-580/205 Corridor. It recommends the development of planning guidelines for open space conservation and corridor traffic management.

Katz, Peter. *The New Urbanism: Toward an Architecture of Community.* New York, NY: McGraw-Hill, Inc., 1994.

As told through a series of essays, this book documents the "New Urbanism" design movement which addresses "...current sprawl development pattern(s) while returning to the cherished American icon: that of a compact, close-knit community." Twenty-four case study projects that embody the principles of this movement are provided.

Kromholz, Norman and Pierre Clavel. *Reinventing Cities: Equity Planners Tell Their Stories.* Philadelphia, PA: Temple University Press, 1994.

Based on interviews from around the country, this book tells many stories about city planning in general and community organizing.

Livable Oregon, Incorporated and the Smart Development Project. *Model Projects in Oregon.* Portland, OR: Livable Oregon, Inc., no date.

This set of four project fact sheets focuses on "model" projects in Oregon. Each fact sheet has the following sections: project description, financing information, planning and development information, implementation, market considerations, design, transportation and livability features, experience gained, and contact names.

Livable Oregon Incorporated. *Living on Main Street.* Portland, OR: Livable Oregon, Inc., 1994.

This book contains 18 housing case studies. All are considered successful and are within walking distance of services and/or a transit line.

Local Government Commission. *Livable Places Update.* Sacramento, CA: monthly publication.

This newsletter highlights the latest information on livable communities projects around the country and provides the contact names for these projects.

Local Government Commission. *Putting Our Communities Back on Their Feet: Towards Better Land Use Planning, Executive Summary, A West Coast Conference on Land Use Planning.* Sacramento, CA: Local Government Commission, 1994. (See Implementation Guides)

Loukaitou-Sideris, Anastasia. *Retrofit of Urban Corridors: Land Use Policies and Design Guidelines for Transit-Friendly Environments.* Berkeley, CA: The University of California Transportation Center (paper no. 180), 1993. (See Design Guides)

Olsen, Laura. *Transit-Oriented Communities.* Washington, DC: Mobility Partners Program of the U.S. Environmental Protection Agency's Office of Policy Analysis and the Surface Transportation Policy Project, no date.

This report examines three transit- and pedestrian-oriented redevelopment projects that show that retrofits can be successful in existing communities, not just in new suburbs. All three are, as of this writing, in the planning stages, but the process of developing designs has empowered the communities by making them part of the decision making process. The three case studies are: 1) Bayview Hunters Point in San Francisco, the largest African-American community in the city and a high unemployment area; 2) Chicago's Lake-Pulaski neighborhood where one-third of the population is below the poverty line; and 3) Oakland's Fruitvale neighborhood, a predominately low-income Latino area.

Partners for Livable Communities. *The State of the American Community: Empowerment for Local Action.* Washington, DC: Partners for Livable Communities, 1994.

This report provides background on the nature of communities and community empowerment as well as examples of "best practices" on a wide array of issue areas, including transportation and land use.

Project for Public Spaces. *The Role of Transit in Creating Livable Metropolitan Communities.* New York, NY: Project for Public Spaces, no date. (See Implementation Guides)

Santa Clara Valley Transportation Agency. *Station Area Concept Plans: Tasman Corridor Light Rail Project.* San Jose, CA: Santa Clara Valley Transportation Agency, February 1996

This study explores the opportunities for development in the Tasman light rail corridor in Santa Clara County. Illustrative concepts and design principles that focus on transit-oriented development are provided. Three case study station areas are highlighted, which include the Middlefield, Hostetter, and Baypointe stations. A market assessment of these station areas is included in the report's appendix.

Santa Clara Valley Transportation Agency. *Transit-Oriented Development Design Concepts.* Prepared by Calthorpe Associates. San Jose, CA: Santa Clara Valley Transportation Agency, July 1993.

This report focuses on design strategies that aim to facilitate alternative mode travel in Santa Clara County's rail corridor. Design concepts are provided for site selection and general development, commercial and retail areas, open space, parks and public uses, streets, pedestrian and bicycle systems, transit stops and parking.

Solomon, Daniel. *Rebuilding.* New York, NY: Princeton Architectural Press, 1992.

This design book is split into two distinct sections. The first concentrates on the author's views about town planning to date and the second half contains several examples of projects and plans that provide alternative solutions to the problems he sees developing in urban and suburban growth areas.

Southern California Association of Governments. *Creating Livable Places: Definitions of Livable Places; Barriers and Strategies to Overcome Them; and a Community Toolbox.* Los Angeles, CA: Southern California Association of Governments, April 1996.

This guide highlights five Southern California "success stories" with respect to enhancing community livability. These case studies include: Old Pasadena, Old Town Monrovia, East Los Angeles, downtown Huntington Beach, and Redlands civic center/retail area. In addition, this guide defines "livable communities" and provides strategies on how to overcome potential barriers to such projects. Performance measures or indicators are also included.

State of California, Governor's Office of Planning and Research. *The California Planner's 1995 Book of Lists.* Sacramento, CA: State of California General Services (7540-931-1005-0), 1995.

This book contains several lists on local government's consideration of policies that encourage neotraditional development. These lists name jurisdictions that have considered general plan amendments and policies, specific plans, design guidelines, and zoning and subdivision standards.

Suisun City Redevelopment Agency. *Suisun City, Discovered.* Suisun City, CA: Suisun City Redevelopment Agency, 1996.

This resource contains a collection of articles published over the past few years about Suisun City's redevelopment efforts.

Surface Transportation Policy Project (STPP). *Progress*, monthly newsletter.

This monthly publication often provides examples of community-oriented transportation strategies and processes that are going on around the country, including projects that STPP is working on directly with community-based organizations.

Surface Transportation Policy Project. "Renovated Nodes Make Better Use for Modes," *STPP Progress* (April 1995): pp. 4–5.

This article provides a good example of the power of "before and after" pictures in demonstrating how transportation projects can make a difference in a community.

Tan, Carol H. and Charles V. Zegeer. "European Practices and Innovations for Pedestrian Crossings," *ITE Journal* (November 1995): pp. 24–31.

This journal article provides examples of innovative pedestrian designs implemented in Great Britain, the Netherlands, and Germany, as well as a section on the transferability of these designs to the United States.

Tolley, Rodney (editor). *The Greening of Urban Transport: Planning for Walking and Cycling in Western Cities.* London, England: Belhaven Press, 1990.

This book is a collection of essays that focus on trying to make walking and bicycling more prominent modes of transport. The essays focus on principles, strategies and practice, and the overview of the book ties the various essays together. Several essays provide European examples of these modes.

Tri-County Metropolitan Transportation District of Oregon (Tri-Met). *Under Construction: Building a Livable Future: Summaries of Transportation and Land Use Projects in the Portland, Oregon Region.* Portland, OR: Tri-Met, Project Development Department, September 1996.

This report outlines Portland's plans, programs and projects that support transit use.

Whyte, William. *City:Rediscovering the Center.* New York, NY: Doubleday, 1988. (See Concept Papers)

Freedman, Tung and Bottomley

Levi Strauss Plaza in San Francisco, CA

Concept Papers

These papers or brief reports discuss the reasons for urban and suburban growth problems and the purpose for implementing community-oriented transportation strategies. Some of these resources propose new directions in planning, designing, and implementing the strategies.

Example of a Concept Paper

Source: Local Government Commission. "Ahwahnee Principles for Resource-Efficient Communities." *Western City Magazine* (September 1994).

The Ahwahnee Principles

Preamble:

Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can, first, infill existing communities and, second, plan new communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to these fundamental principles:

Community Principles:

1 All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.

2 Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

3 As many activities as possible should be located within easy walking distance of transit stops.

4 A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

5 Businesses within the community should provide a range of job types for the community's residents.

6 The location and character of the community should be

consistent with a larger transit network.

7 The community should have a center focus that combines commercial, civic, cultural and recreational uses.

8 The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.

9 Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

10 Each community or cluster of communities should have a well defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.

11 Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting, and by discouraging high speed traffic.

12 Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.

13 The community design should help conserve resources and minimize waste.

14 Communities should provide for the efficient use of water through the use of natural drainage, drought-tolerant landscaping and recycling.

15 The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community

Local Government Commission

Ferndale, CA has a pedestrian-friendly streetscape in the downtown area.

Regional Principles:

1 The regional land use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

2 Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.

3 Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.

4 Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Implementation Principles:

1 The general plan should be updated to incorporate the above principles.

2 Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.

3 Prior to any development, a specific plan should be prepared based on these planning principles. With the adoption of specific plans, complying projects could proceed with minimal delay.

4 Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

Resource List for Concept Papers

Anthony, Carl et al."The New Urbanism: Expanding the Vision for the Design Profession." *Berkeley Planning Journal 9* (1994): pp. 81–108.

This journal article provides background on the new urbanist movement. It also contains a matrix of new urbanist/traditional neighborhood design guidelines and an annotated reference list.

Berke, Philip R. and Jack Karez. *Sustainable Development as a Guide to Community Land Use Policy.* Washington, DC: Lincoln Institute of Land Policy Research Papers, no date.

This paper provides background on the "sustainable development" movement. General principles for sustainable development also are included.

Burchell, Robert W. and David Listokin. *Land, Infrastructure, Housing Costs and Fiscal Impacts Associated with Growth: The Literature on the Impacts of Sprawl versus Managed Growth.* Paper presented at Rail-Volution '96, Washington, DC, September 8, 1996.

This paper summarizes the existing literature on development form and costs. In particular, land consumption, infrastructure requirements, housing costs, and fiscal impacts are analyzed. A research methodology is also provided.

Cadman, David and Geoffrey Payne. *The Living City: Towards a Sustainable Future.* London, England: Routledge, 1990.

The future of the city is discussed from various points of view. The relationship between city and suburb is discussed in view of social, economic, and environmental trends. Resource requirements of cities are elaborated on, including the need for resource recycling in order to sustain urban environments.

Calthorpe, Peter. *The Next American Metropolis: Ecology, Community and the American Dream.* New York, NY: Princeton Architectural Press, 1993. (See Case Studies)

Calthorpe, Peter and Mark Mack. "Pedestrian Pockets: New Strategies for Suburban Growth." *Northern California Real Estate Journal* (February 1988).

This article proposes the development of 50- to 120-acre balanced, mixed-use areas within a one-quarter mile walking distance of light-rail stations. The uses for this development would include housing, day care, back offices, recreation, and open space. These areas could be created by implementing new light-rail systems and up-zoning the land around them. Both cars and pedestrians would be accommodated. The article discusses how such an area would function and why it would be more successful than more standard suburbs.

Center for Neighborhood Technology. *Transportation for Sustainable Communities, Moving Transportation to the Community Action Agenda/* prepared by Richard M. Kreig. Chicago, IL: Center for Neighborhood Technology, no date, pp. 27–29.

This short article sets out eight points that can move a community toward more informed transportation decisions.

Duany, Andres and Elizabeth Plater-Zyberk. *Towns and Town-Making Principles.* New York, NY: Rizzoli International Publications, Inc., 1991. (See Model Codes)

Federal Highway Administration and Lincoln Institute of Land Policy. *Metropolitan America in Transition: Implications for Land Use and Transportation Planning*. Washington, DC: Federal Highway Administration and Lincoln Institute of Land Policy, September 1993.

This report summarizes conference discussions on the following topics:

- regional demographic and land use trends
- economic, social, and environmental aspects of growth
- views on future development patterns
- policies to support land use planning

Fink, Marc, "Toward a Sunbelt Urban Design Manifesto," *Journal of the American Planning Association*, (Summer 1993). (See Case Studies)

Gratz, Roberta Brandes. *The Living City*. Washington, DC: The Preservation Press, 1994.

This book describes historic preservation as a way to conserve, preserve, renew, rebuild, and rejuvenate cities. It provides successful examples of the growing redevelopment movement.

Jacobs, Allan B. *Great Streets*. Cambridge, MA: The MIT Press, 1993.

The purpose of this book is to compare the physical, designable qualities of the most attractive and livable streets in the world. It includes plans, dimensions, cross sections, patterns, and the urban contexts for these streets.

Jones, David, *Transportation/Land Use Coordination for the I-580/205 Corridor*. Oakland, CA: Metropolitan Transportation Commission, May 1996. (See Case Studies)

Katz, Peter. *The New Urbanism: Toward an Architecture of Community*. New York, NY: McGraw-Hill, Inc. 1994. (See Case Studies)

Kelbaugh, Doug. *The Pedestrian Pocket Book: A New Suburban Design Strategy*. New York, NY : Princeton Architectural Press, 1989.

This book is a proposal for an alternate suburban growth pattern, which consists of simple clusters of housing, office, and retail space within walking distance of transit stations. The strategy preserves open space and reduces automobile traffic without increasing residential density.

Kostof, Spiro. *The City Assembled: The Elements of Urban Form Through History*. London: Thames and Hudson, Ltd.; Boston, MA: Little, Brown, 1992.

As a companion to Mr. Kostof's, "The City Shaped: Urban Patterns and Meanings Through History," this book examines how cities have developed over time, and analyzes their components, including streets, public places, urban divisions and the areas where city and the country meet. Photographs, maps and illustrations are used heavily throughout this urban design reference.

Langdon, Phillip. *A Better Place to Live: Reshaping the American Suburb.* Amherst, MA: University of Massachusetts Press, 1994. (See Implementation Guides)

Lennard, Suzanne H. and Henry L. Lennard. *Livable Cities.* New York, NY: Center for Urban Well-Being, 1987.

The studies presented in this book cover urban design principles, role of markets and festivals, and guidelines for traffic management. The central theme is that it is necessary to design cities for people.

Local Government Commission. "Ahwahnee Principles for Resource-Efficient Communities." *Western City Magazine* (September 1994).

This article details the "Ahwahnee Principles" developed by the Local Government Commission that are often used by local governments interested in developing livable communities.

Local Government Commission. *Land Use Strategies for More Livable Places.* Sacramento, CA: Local Government Commission, June 1992. (See Implementation Guides)

Partners for Livable Communities. *The State of the American Community: Empowerment for Local Action.* Washington, DC: Partners for Livable Communities, 1994. (See Case Studies)

Porter, Douglas. *Regional Governance of Metropolitan Form: The Missing Link in Relating Land Use and Transportation.* Proceedings of a conference sponsored by the Transportation Research Board and National Research Council, December 1990.

This paper discusses how transportation and land use decisions are often made. Key points are identified, as well as their influence on metropolitan growth patterns.

President's Counsel on Sustainable Development. *Sustainable America: A New Consensus for Prosperity, Opportunity and a Healthy Environment for the Future.* Washington, DC: President's Counsel on Sustainable Development: For sale by the U.S. Government Printing Office, February 1996.

This report presented by President Clinton's national committee provides recommendations and actions for a sustainable United States. In particular, Chapter 4 focuses on strengthening communities through community-based planning and design, and economic development.

Rabinowitz, Harvey et al. *The New Suburb.* Washington, DC: Urban Mass Transportation Administration, U.S. Department of Transportation, July 1991.

This report examines a number of recently proposed or constructed suburban development projects to identify trends, especially concerning how transit-oriented design is or is not included in these projects. It concludes that relatively few designs utilize transit. However, many of the projects include characteristics conducive to transit use, such as high densities, available rights-of-way, and pedestrian orientation. The large number of innovative suburban development proposals now under consideration suggests that suburban design may be changing.

Southworth, Michael. "Walkable Suburbs? An Evaluation of Neotraditional Communities at the Urban Edge." Institute of Urban and Regional Development [University of California, Berkeley] Working Paper 639, March 1995.

This research compares neotraditional communities with traditional turn-of-the-century streetcar suburbs and with conventional late twentieth century suburbs. It evaluates the developments in terms of land use patterns, walkability, transit access, quality and character of public spaces, and livability for children, teens, and the elderly.

Southworth, Michael and Peter Owens. "The Evolving Metropolis: Studies of Community, Neighborhood, and Street Form at the Urban Edge." *Journal of the American Planning Association* 59, (Summer 1993).

This paper examines the evolving design of suburbs by comparing patterns of growth, land use, and street layouts for various periods starting early in the century and continuing into the present. It shows how over time, the development scale has grown, and single-use, self-contained developments with an automobile orientation have become more prevalent.

Tolley, Rodney (editor). *The Greening of Urban Transport: Planning for Walking and Cycling in Western Cities.* London: Belhaven Press, 1990. (See Case Studies)

Walker, Jarrett, Bonnie W. Nelson and Steve B. Coleman. *Short Range Planning for Transit-Oriented Developments.* San Francisco, CA: Nelson Nygaard Consulting Associates, July 1994.

This paper discusses efforts to develop several new transit-oriented communities on the periphery of metropolitan areas. In particular, the authors discuss the potential for phase-in of transit service at levels that can support these developments.

Whyte, William. City: *Rediscovering the Center.* New York, NY: Doubleday, 1988.

Time-lapsed photography is used as one of the main methods of visually portraying downtown areas and in particular, the design and uses of urban spaces.

Research on Strategy Effectiveness

These resources attempt to identify, usually quantitatively, the effects of community-oriented transportation strategies on vehicle-trip making, air quality, and other factors.

Resource List for Research on Strategy Effectiveness

Association of Bay Area Governments (ABAG). *Increasing Transit Ridership and the Efficiency of Land Use While Maximizing Economic Potential: Linking Housing Production and Job Growth in the San Francisco Bay Area.* (Working Paper 90-2) Oakland, CA: ABAG, October 1990.

This research effort focused on developing a future land use growth path by linking potential housing sites more closely with fixed-rail transportation in the Bay Area. Sites analyzed include existing or proposed BART, light rail, CalTrain and Amtrak passenger stations, and others within high speed transit corridors.

Ben-Joseph, Eran. "Residential Street Standards and Neighborhood Traffic Control: A Survey of Cities' Practices and Public Officials' Attitudes." Institute of Urban and Regional Development Working Paper 642, May 1995.

This paper examines how geometrical design of residential streets can influence livability. It uses data from 56 California cities and 19 cities in other states. The findings are that most cities are still adhering to published street standards, but that resident complaints about traffic problems are extensive in many cities. Speed bumps, four-way stop signs, and traffic diverters have been found to be effective according to this paper.

Berman, Michael Aaron. "The Transportation Effects of Neo-Traditional Development." *Journal of Planning Literature*, no. 4 (May 1996): pp. 348–363.

Through a literature review, this journal article critically examines the potential transportation impacts of neo-traditional development, which is often modeled after pre-World Word II town design.

Brennan, D.T. "The Evaluation of Residential Traffic Calming: a New Multi-Criteria Approach." *Traffic Engineering+Control* (January 1994): pp. 19–24.

This journal article provides a method for evaluating residential traffic calming projects. This technique employs qualitative and quantitative measures to assist in the evaluation.

Burchell, Robert W. and David Listokin. *Land, Infrastructure, Housing Costs and Fiscal Impacts Associated with Growth: The Literature on the Impacts of Sprawl versus Managed Growth.* Paper presented at Rail-Volution '96, Washington, DC, September 8, 1996. (See Concept Papers)

California Air Resources Board. *The Link Between Transportation, Land Use, and Air Quality.* Paper for presentation at the American Society of Civil Engineers' Conference, San Diego, October 1995.

The California Air Resources Board has funded several studies on the quantitative relationship between transportation, land use, and air quality. This paper summarizes the major findings of studies on regional shopping centers and on residential neighborhoods.

California Air Resources Board (CARB) and the California Environmental Protection Agency (EPA). *Transportation Related Land Use Strategies to Minimize Motor Vehicle Emissions: An Indirect Source Research Study*/JHK & Associates, Inc. Sacramento, CA: CARB and EPA, June 1995. (See Implementation Guides)

California Energy Resources Conservation and Development Commission. *Explaining Urban Density and Transit Impacts on Auto Use*/prepared by John Holtzclaw. Sacramento, CA: California Energy Resources Conservation and Development Commission, 1991.

This study of five communities in the San Francisco Bay Area evaluates the reduction in driving that results from higher residential density. It also examines the savings in fuel, and decreases in pollutant emissions and auto ownership costs that result from the driving reductions. The study concludes that a doubling of residential density results in a 25 percent to 30 percent reduction in annual auto mileage per capita or per household. However, in identifying the effects of density on mode choice, the study does not control for all the variables that could explain the results, such as the amount and quality of transit service, income, and attitudes.

Dunphy, Robert T. and Kimberly M. Fisher. *Transportation, Congestion, and Density: New Insights.* Washington, DC: Transportation Research Board Paper # 940904, 1993.

Like other studies, this study found that residents of higher density communities had lower levels of automobile travel and higher levels of transit use. The implication is that communities wishing to reduce regional travel demand should both improve transit and redirect growth.

Federal Highway Administration. *A Study of Bicycle and Pedestrian Programs in European Countries/* prepared by George G. Wynne, ASLG. Washington, DC: Federal Highway Administration, Report #HE P-50/7-93 (3M)E. January 1992. (See Case Studies)

Federal Transit Administration, U.S. Department of Transportation. *Transit-Supportive Development in the United States: Experiences and Prospects/* prepared by the University of California at Berkeley. Berkeley, CA: University of California at Berkeley, 1994. (See Case Studies)

Friedman, Bruce et al. "The Effect of Neotraditional Neighborhood Design on Travel Characteristics" presented at the 73rd Annual Meeting of the Transportation Research Board, January 1994.

In this empirical study, the effects on household trip rates of communities designed along traditional lines are compared with those of standard suburban communities. The preliminary results indicate that the more traditionally designed communities may have a lower auto trip rate than the newer suburban tract development. However, not all factors that may influence trip making were evaluated in this study, such as location, transit availability, household demographic information, specific design, and attitudes. The paper concludes that more research is needed to deter-

mine the relative effects of community design and other factors on trip making behavior.

Greenberg, Ellen. *Enhancing Land Use and Transportation Connections: I-80 Corridor Study.* Oakland, CA: Metropolitan Transportation Commission, June 1996. (See Case Studies)

Higgins, Thomas J. "Parking Requirements for Transit-Oriented Developments", *Transportation Research Record 1404:* pp. 50–54.

This paper presents a method for estimating parking requirements of various development types that are situated near transit stations and stops. The method is intended to provide estimates that encourage transit use and avoid costly, excess parking supply.

Kitamura, Ryuichi, P. L. Mokhtarian and L. Laidet. *A Micro-Analysis of Land Use and Travel in Five Neighborhoods in the San Francisco Bay Area.* Davis, CA: University of California, Davis, November 1994.

This study examined the effects of land-use and attitudes on travel behavior. It focused on the following five neighborhoods: North San Francisco, South San Francisco, Concord, Pleasant Hill, and San Jose. It found that parking availability, distance to nearest transit stop, sidewalks and high density, affected mode choice significantly. However, the study concluded that attitudes are more strongly connected to travel mode choices than are land use characteristics.

Moore, Terry and Paul Thorsnes. *The Transportation/Land Use Connection: A Framework for Practical Policy.* Chicago, IL: American Planning Association, January 1994.

This report represents a framework for evaluating the following regional land use/transportation policies:

- improving infrastructure for pedestrians, bicyclists and carpools
- increasing the price of auto travel relative to other modes
- regulating new development design more directly
- restricting the spread of urban expansion
- encouraging higher density suburban development
- creating new, high-intensity development nodes

1,000 Friends of Oregon. *Making the Land Use, Transportation, Air Quality Connection,* Vol. 5 and 6. Portland, OR: 1,000 Friends of Oregon, 1996

Volume 5 outlines the likely transportation and air quality impacts of alternative land-use scenarios for Washington County, Oregon. Volume 6 discusses how the alternative land-use scenarios can be incorporated into regional and local policy so that they can be implemented.

Public Policy Program, UCLA Extension. *Overview of Strategies for Making Connections Between Transportation, Land Use and Air Quality.* Summary of Conference Proceedings, November 1991.

This paper critically examines the effectiveness of various transportation and land use policies proposed to improve air quality.

Public Policy Program, UCLA Extension, *The Role of Land Use Strategies for Improving Transportation and Air Quality*, Summary of Conference Proceedings, November 1991.

This report examines how land use configurations affect travel behavior, the effectiveness of transit-oriented development, the effects of existing zoning ordinances, and lessons learned from major experiments in reconfiguring land use plans and policies.

Shaw, John. "Transit-based Housing and Residential Satisfaction: Review of the Literature and Methodological Approach." *Transportation Research Record 1400* (1993): pp. 82–89.

This journal article reviews past research that focuses on residential densities that support various types of transit service. In particular, research on residential satisfaction studies and the "value" of housing are reviewed and compared.

Washington Metropolitan Area Transit Authority. *Development-Related Ridership Survey/* prepared by JHK and Associates. Washington, DC: Washington Metropolitan Area Transit Authority, March 1987.

This report documents the Washington Metropolitan Area Transit Authority's survey of travelers to and from residential and commercial developments around Metrorail stations.

Design Guides

These guides focus on the physical design of community-oriented transportation strategies.

Example of a Design Guide

Source: Energy Outreach Center and Washington State. *Redevelopment for Livable Communities.* Olympia, WA: Energy Outreach Center and Washington State Energy Office, 1995.

Pedestrian-Friendly Toolbox

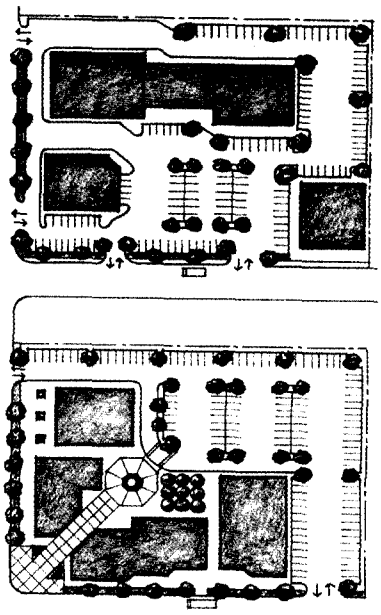
There are several proven techniques for designing pedestrian-friendly streets. Some of these include:

- **Narrower streets**, lined with street trees, "scale down" the street and encourage drivers to move more slowly.
- **Speed tables** are like speed bumps, but wider and more effective at forcing cars to slow down as they approach a pedestrian zone.
- **Traffic circles**, circular raised islands centered within intersections that can be planted with trees and other vegetation, slow cut-through traffic in residential areas and reduce injury accidents.
- **Wide and continuous sidewalks** are essential for comfortable and convenient walking.
- **Street furniture** turns sidewalks into living space, providing people a variety of places to sit, both open and sheltered, from which to talk or watch the activity on the street. Good design and location of planters and lightposts, murals on large walls, and fountains also help bring streets to life.
- **Public spaces** are crucial to a vibrant street. They can provide focal points where people can read, talk, and play, they can soften the street with natural features, and they can help define a community or neighborhood' s identity.
- **Curb bulb-outs**, sidewalk extensions at the corners of intersections, make crossing streets safer by shortening the crossing distance. Bulb-outs provide a clear visual signal of the crosswalk to approaching drivers and make waiting pedestrians more visible.

- **"Neckdowns,"** landscaped islands that extend from the curb onto the roadway, often lining up with parallel parking lanes, can also be used to narrow and beautify the street.

- Use of an **alternative road surface texture** at crosswalks, such as brick, reinforces the message that pedestrians belong in the intersection.

- **On-street parking** can provide a buffer between people on the sidewalk and road traffic. It can be used to narrow streets that are too wide, while allowing off-street parking lots to be smaller. However, bike circulation must be taken into account when adding on-street parking.



Top: Parking dominates the streetscape. Bottom: Buildings are clustered to create pedestrian zones.

The layout of buildings on commercial sites can help to create a pedestrian-friendly place. Buildings should directly abut the sidewalk, rather than forcing pedestrians to cross parking lots to get to building entrances. Parking can be placed behind, to the side or underneath buildings that open directly on the street. "Curb cuts" where cars spill over sidewalks to enter commercial sites should be limited in width and frequency. Covered walkways increase comfort by shielding pedestrians from rain or hot sun. Walkway routes among buildings and from the surrounding neighborhoods should be as direct and protected from cars as possible.

Communities and neighborhoods can also adopt design guidelines to ensure that new buildings and renovations offer a welcoming face to the street and are compatible with the surrounding architecture. The design guidelines should also aim to increase the visual interest of a building's street facade, encouraging architectural elements, such as windows, balconies, and entries, that help "create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces."

Different parts of sprawling communities call for different design solutions, so redesign strategies will vary depending on the type of site and the intensity of use envisioned for its future. On strip commercial arterials, "Centers" located at major cross streets can become focal points for intensive, mixed-use developments. Large shopping malls can be

redesigned with additional buildings on the perimeter to "bridge" the sea of parking and add offices and housing. Neighborhood commercial centers will seek to serve mainly the nearby residents. In town centers, housing is often under-represented, and new housing downtown will increase foot traffic and sales for downtown merchants.

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Arendt, Randall. *Rural by Design: Maintaining Small Town Character.* Chicago, IL: American Planning Association Planners Press, 1994. (See Implementation Guides)

American Association of State Highway and Transportation Officials: Task Force on Geometric Design. *Guide for the Development of Bicycle Facilities.* Washington, DC: AASHTO, August 1991. (See Implementation Guides)

Association of Bay Area Governments (ABAG) and Bay Area Air Quality Management District (BAAQMD), *Design Strategies for Encouraging Alternatives to Auto Use Through Local Development Review.* Oakland, CA: ABAG and BAAQMD, April 1994. (See Checklists)

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Burden, Dan and Michael Wallwork. *Handbook for Walkable Communities.* Material presented at the Walkable and Bicycle Friendly Communities Workshop sponsored by Stanford University and Santa Clara County Transportation Agency, Palo Alto, CA: October 30–31, 1995.

This workbook compiles over 400 presentation overheads on pedestrian and bicycle friendly design, including details on intersections, midblock crossings, neighborhoods, parking and traffic calming.

California Department of Transportation. *Bikeway Planning and Design.* Sacramento, CA: California Department of Transportation, July 1993.

This document provides the California Department of Transportation's standards for the development of new bicycle paths, lanes and designated routes.

Calthorpe, Peter. *The Next American Metropolis: Ecology, Community and the American Dream.* New York, NY: Princeton Architectural Press, 1993. (See Concept Papers)

City of Toronto Planning and Development Department. *Streetscape Manual.* Toronto: City of Toronto Planning and Development Department, January 1995.

This manual was developed to assist the public and private sectors in coordinating the design of projects that affect streetscapes. Examples of several street types, including main streets, neighborhood streets and harborfronts, are provided. Details on paving, lighting, landscaping and street furniture are also included.

Energy Outreach Center and Washington State. *Redevelopment for Livable Communities.* Olympia, WA: Energy Outreach Center and Washington State Energy Office, 1995. (See Implementation Guides)

Ewing, Reid. "Residential Street Design: Do the British and Australians Know Something Americans Do Not?" Washington, DC: *Transportation Research Record* 1455.

This journal article compares American, British, and Australian street design guidelines. It concludes that Americans have fallen behind in residential street traffic management, especially in using traffic calming measures.

Federal Highway Administration. *National Bicycling and Walking Study: Current Planning Guidelines and Design Standards Being Used by State and Local Agencies for Bicycle and Pedestrian Facilities (Case Study No. 24).* Prepared by Greenways Incorporated. Washington, DC: Federal Highway Administration, August 1992. (See Case Studies)

Federal Highway Administration. *National Bicycling and Walking Study: The Effects of Environmental Design on the Amount and Type of Bicycling and Walking (Case Study No. 20).* Prepared by Project for Public Spaces. Washington, DC: Federal Highway Administration, April 1993.

This report focuses on how design can affect the amount and type of bicycling and walking in downtown areas. An overview of environmental design improvements is provided as well as factors that facilitate walking and bicycling in downtown areas. The report also provides "successes and failures" in downtown design.

Florida Department of Transportation. *Florida Bicycle and Facilities Planning and Design Manual.* FL: Florida Department of Transportation, Safety Office, Oct. 1995.

This manual provides guidelines, standards and criteria for designing, planning, and operating bicycle and multi-use trails in Florida.

Lerner-Lam, Eva. "Traditional Neighborhood Design and Its Implications for Traffic Engineering." *ITE Journal* 62 (January 1992): pp. 17–26.

This article compares the traffic engineering design characteristics of traditional suburban design with those of neo-traditional neighborhoods.

Loukaitou-Sideris, Anastasia. *Retrofit of Urban Corridors: Land Use Policies and Design Guidelines for Transit-Friendly Environments.* Berkeley: The University of California Transportation Center (paper no. 180), 1993.

This study examines three case study corridors in Los Angeles and investigates potential land use and policy frameworks, zoning regulations and design guidelines that could better support existing or future transit.

Ontario Ministry of Transportation, *Transit-Supportive Land Use Planning Guidelines.* April 1992.

These guidelines, which are applicable to both new and existing development, show how all forms of urban development and redevelopment can be made more accessible to public transit. It provides guidance on physical design and on implementation process and incentives.

Rails to Trails Conservancy. *Trails for the Twenty-first Century: Planning, Design and Management Manual for Multi-use Trails.* Edited by Karen-Lee Ryan. Washington, DC: Island Press, 1993. (See Implementation Guides)

Sacramento County Planning and Community Development Department. *Transit-oriented Development Design Guidelines/* prepared by Calthorpe Associates. Sacramento, CA: September 1990.

This resource provides design guidelines developed by Calthorpe Associates for transit-oriented development in Sacramento County.

Santa Clara Valley Transportation Agency. *Ohlone Chynoweth: Design Framework for Joint Development (Summary and Final Reports).* San Jose, CA: Santa Clara Valley Transportation Agency, March 1995.

A review of issues affecting joint development and concept alternatives for the Ohlone-Chynoweth rail station in Santa Clara County are presented. Design principles and a site development plan are included as well as many illustrations that assist in portraying these concepts visually.

Santa Clara Valley Transportation Agency. *Station Area Concept Plans: Tasman Corridor Light Rail Project.* San Jose, CA: Santa Clara Valley Transportation Agency, February 1996. (See Case Studies)

Santa Clara Valley Transportation Agency. *Transit-Oriented Development Design Concepts.* Prepared by Calthorpe Associates. San Jose, CA: Santa Clara Valley Transportation Agency, July 1993. (See Case Studies)

Snohomish County Transportation Authority. *A Guide to Land Use and Public Transportation, Vol.II: Applying the Concepts.* Lynnwood, WA: Snohomish County Transportation Authority, 1993. (See Implementation Guides)

Solomon, Daniel. *Rebuilding.* New York, NY: Princeton Architectural Press, 1992. (See Case Studies)

Tri-County Metropolitan Transportation District of Oregon (Tri-Met). *Planning and Design for Transit.* Portland, OR: Tri-Met, March 1993. (See Implementation Guides)

Van der Ryn, Sim and Peter Calthorpe. *Sustainable Communities: A New Design Synthesis for Cities, Suburbs, and Towns.* San Francisco, CA: Sierra Club Books, 1986.

This book is based on workshops in which leading community designers outlined strategies for designing cities and suburbs as sustainable habitats. The criteria on which the designs are based include social, conservation, environmental quality, and energy. The designs include clustering of residences, public space, shared facilities, pedestrian paths, neighborhood stores, and small businesses. The community provides primary services, such as energy, water, waste, transit, education, protection, and recreation.

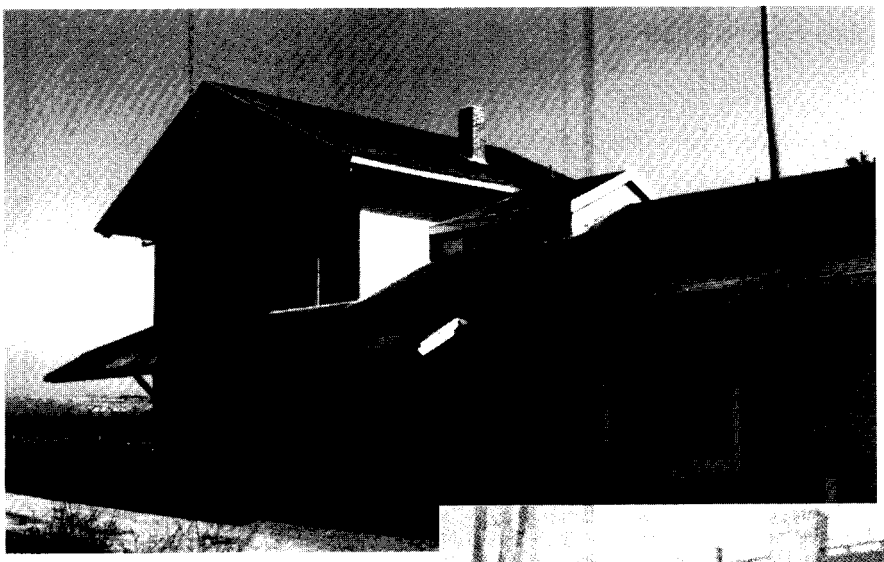
Walter, C. Edward. "Suburban Residential Traffic Calming." *ITE Journal* (September 1995).

This journal article demonstrates how traffic calming can be an effective means of reducing speeds in residential neighborhoods. It describes how the specific traffic calming measures that should be used are determined by roadway characteristics, cost restraints and resident acceptance.

Washington State Department of Transportation. *A Summary of Guidelines for Coordinated Urban Design, Transportation and Land Use Planning, with Emphasis on Encouraging Alternatives to Driving Alone*/prepared by Moudon, Anne V. with Gary Pivo and Franz E. Loewenherz. Seattle, WA: Washington State Department of Transportation, 1992. (See Implementation Guides)

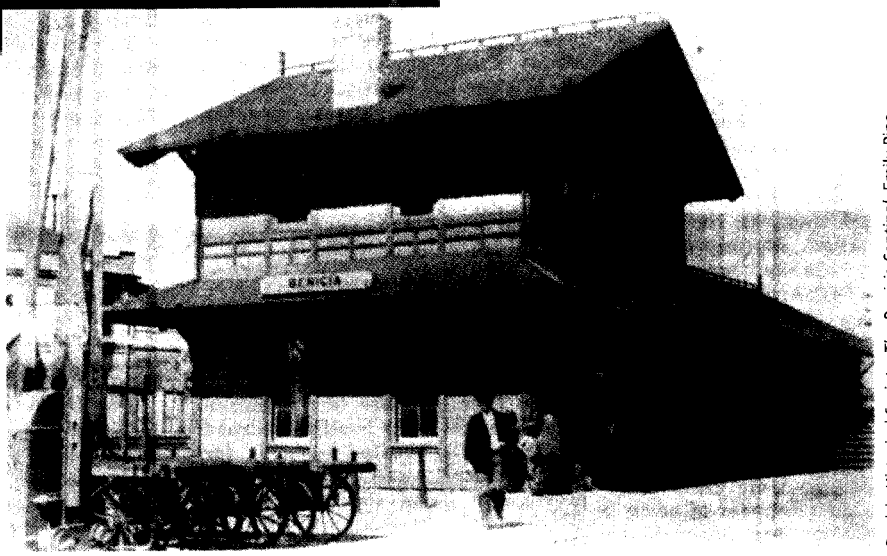
Woodhull, Joel. *Calmer. Not Faster: A New Direction for the Streets of Los Angeles.* Washington, DC: Transportation Research Record 1305, no date.

Los Angeles is increasingly looking for schemes to increase traffic flow on existing roadways. This article maintains that Los Angeles' goal should change from traffic maximization to traffic calming. This would involve making it possible to walk from one place to another, basing traffic flow decisions on person flows, and reducing vehicle density where there is high population density.



City of Benicia

Benicia Train Depot restoration to be funded in part by ISTEA.



Benicia Historical Society; *The Benicia Sentinel*, Emily Pine

MTC Documents

These documents include key resource reports, such as travel demand model data reports, the *Citizens' Guide to the Metropolitan Transportation Commission* (which contains information on MTC's project funding procedures), and the MTC *Regional Transportation Plan* (RTP).

Resource List of MTC Documents

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This guide provides local governments and interested citizens with basic information about the Metropolitan Transportation Commission and its transportation planning and funding processes.

Metropolitan Transportation Commission. *1994 Regional Transportation Plan for the San Francisco Bay Area.* Oakland, CA: Metropolitan Transportation Commission, June 1994.

This long range plan provides the goals, objectives and transportation strategies of the Metropolitan Transportation Commission for a 20-year time period. The plan is intended to be a living document that will be updated after the reauthorization of the federal Intermodal Surface Transportation Efficiency Act.

Metropolitan Transportation Commission. *Working Papers #1 to 11 on the 1990 Census.* Oakland, CA: Metropolitan Transportation Commission, 1992 to 1996.

This set of working papers contains census data as they relate to Bay Area transportation. The data presented include demographic information, trip making patterns (such as by mode and type of trip), and number of trips at various levels of detail.

Key Contacts

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Mission Housing Development Corporation
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San Francisco, CA
Attn: Doug Shoemaker
Phone: 415/864-6432 ext. 311

National Bicycle and Pedestrian Clearinghouse
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Washington, D.C. 20036
Attn: Peter Moe
Phone: 1-800/760-6272

NJ Transit, Department of Transit and Land Use Planning
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Project for Public Spaces
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New York, NY 10014
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Phone: 415/508-6227

Santa Clara Valley Transportation Authority
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Attn: Chris Hudson
Phone: 410/535-6900

Suisun City Redevelopment Agency
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Suisun City, CA 94505
Attn: David Heindel
Phone: 707/421-7363

Surface Transportation Policy Project
1400 - 16th Street, NW #380
Washington, DC 20036
Attn: James Corless/Laura Olsen
Phone: 202/939-3470

Urban Habitat
P.O. Box 29908
Presidio Station
San Francisco, CA 94129-9908
Attn: Henry Holmes
Phone: 415/561-3338

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