HEALTHY CITY DESIGN 2019:
Designing for Utopia or Dystopia?

RECLAIMING THE PUBLIC REALM:
How do we achieve this?

HEALTHY CITY DESIGN INTERNATIONAL

RESEARCH • POLICY • PRACTICE

Perkins&Will

Gerry Tierney, AIA LEED AP BD+C
Co-Director: Perkins&Will Mobility Lab

What Makes a Successful City?

Opportunity

Governance

Economic Justice

Diversity

Density

Infrastructure

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Let's consider these as spokes

... and what happens if even one is out of balance?

The Infrastructure Spoke

Water Supply

Waste Water

Power

Data

Public Space

Transportation

The Infrastructure Spoke

Water Supply

Waste Water

Power

Data

Public Space

Transportation

Roadways

vs.

Pedestrian Experience

The Infrastructure Spoke

Water Supply

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Roadways

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Pedestrian Experience

The Infrastructure Spoke

Water Supply

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Power

Data

Public Space

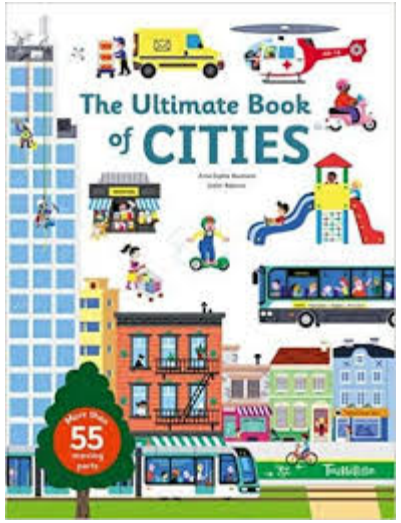
Transportation

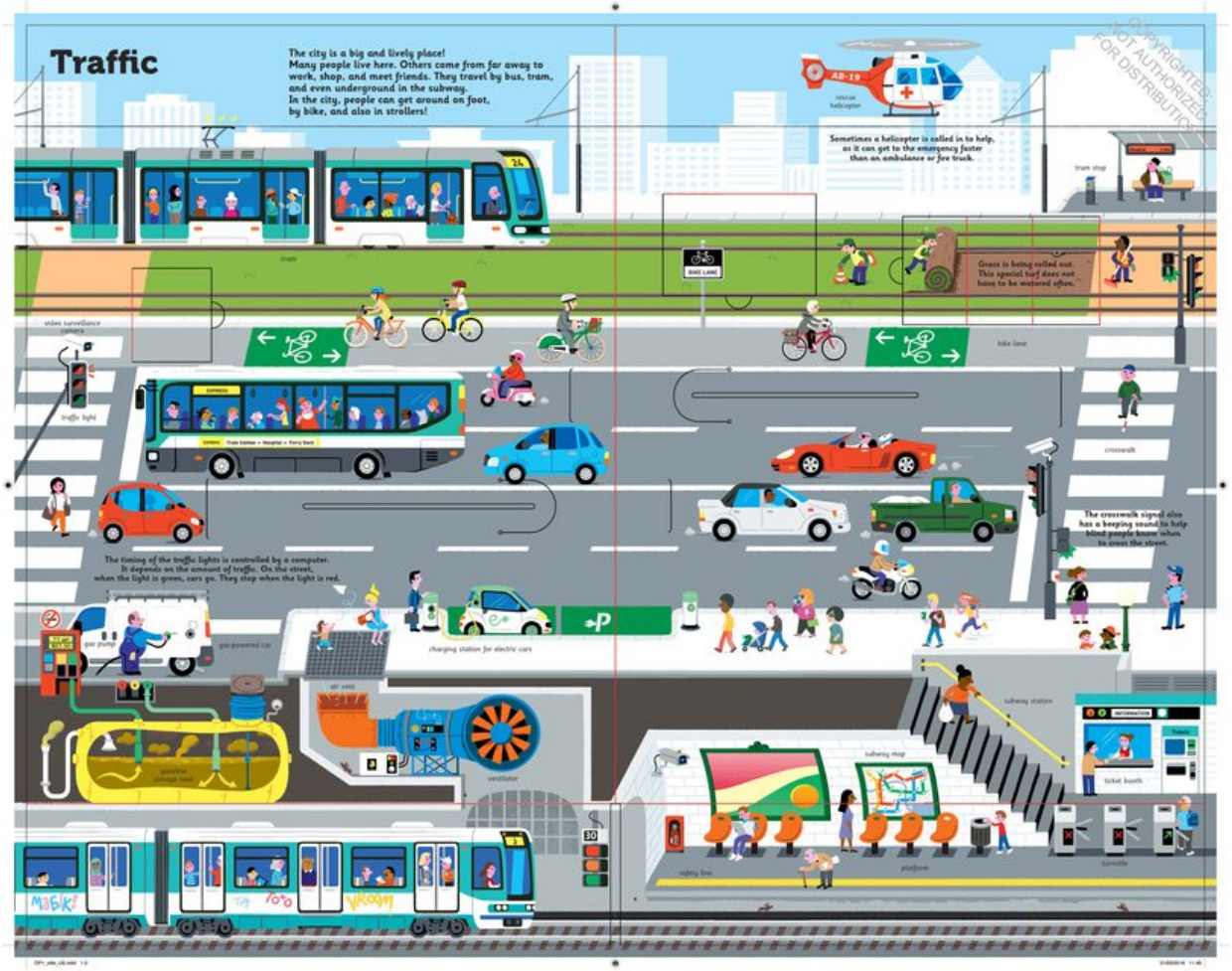
Single Occupant Vehicle

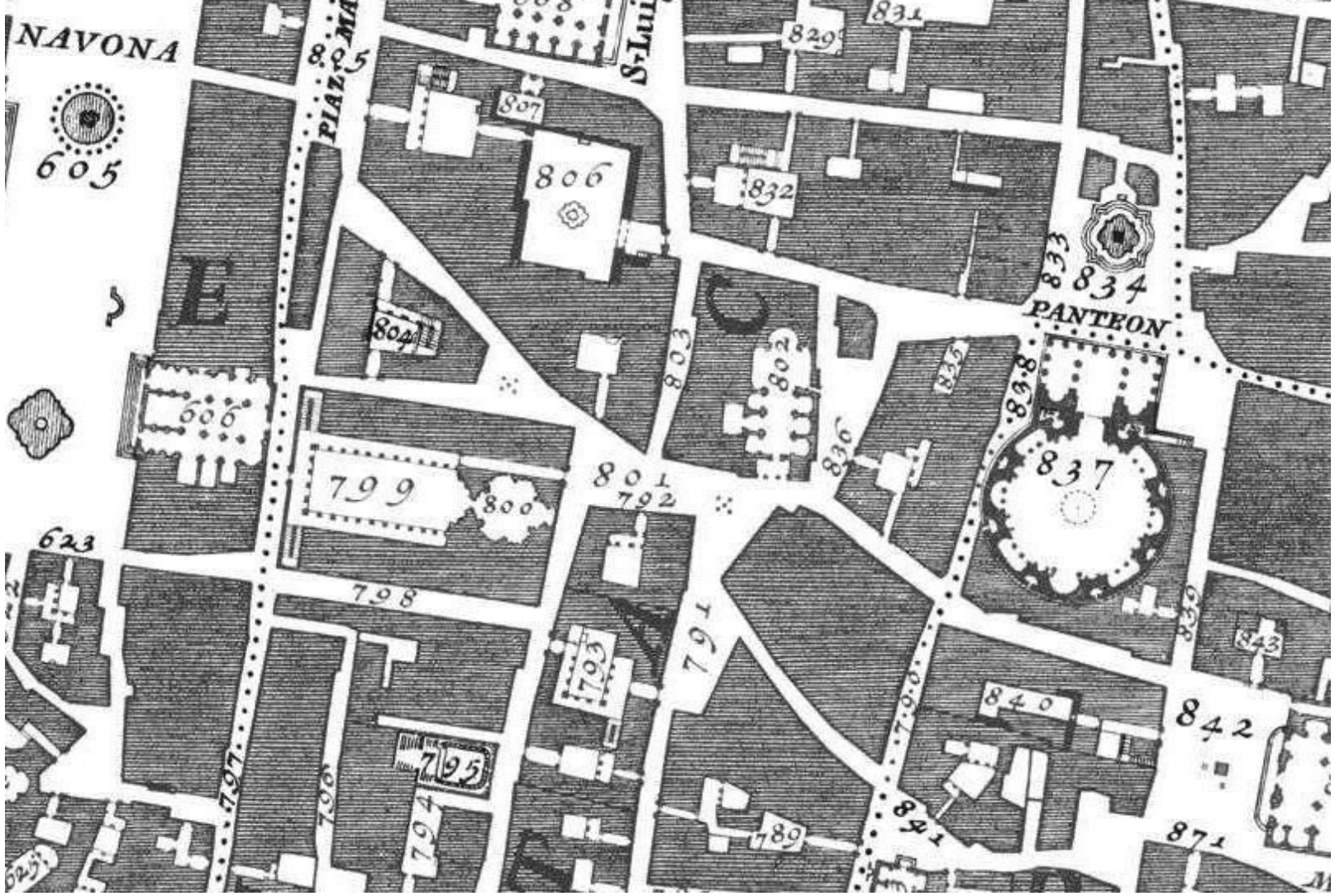
vs.

Transit

… and this is what we are teaching our children …







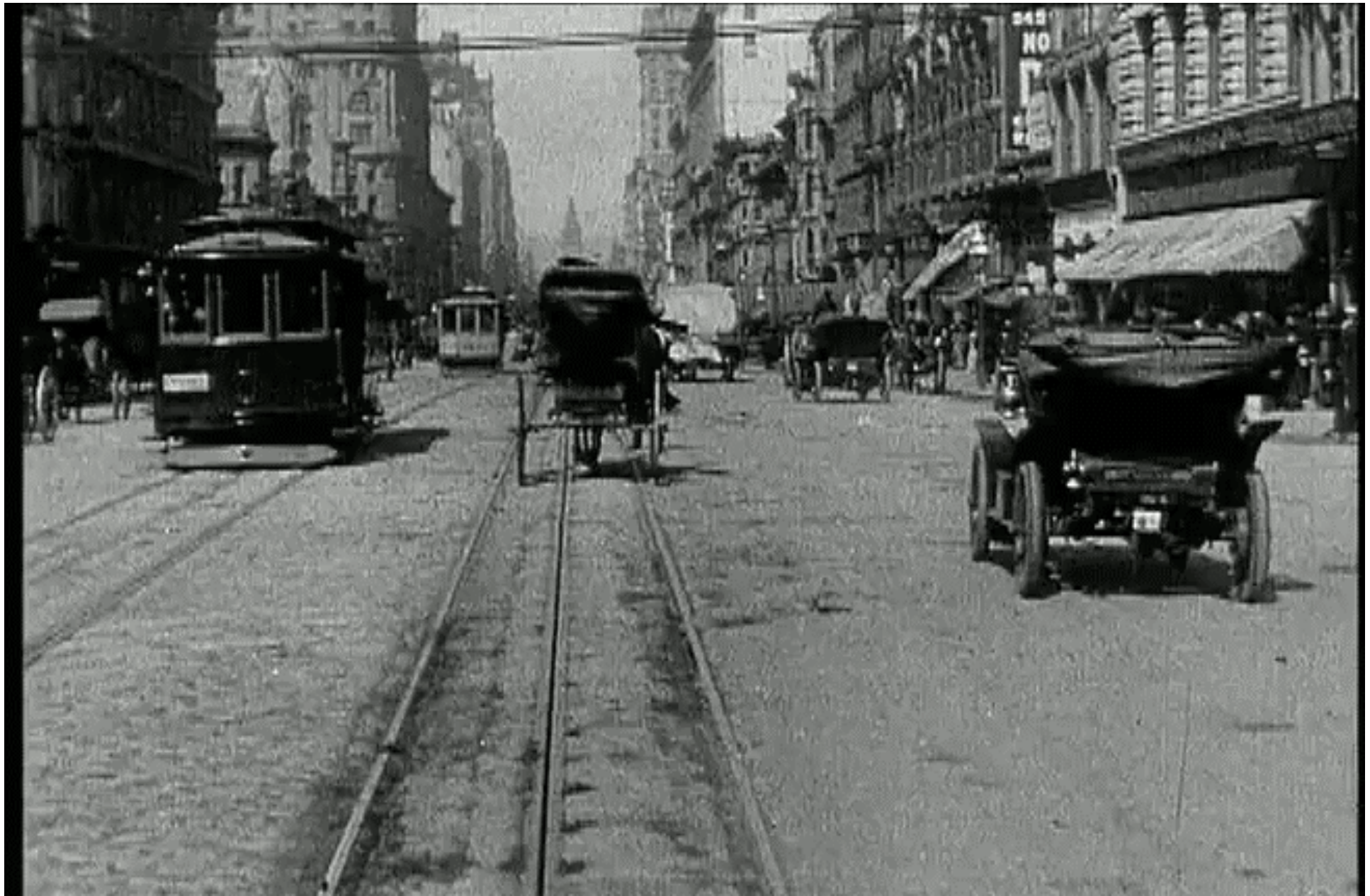
Prior to monopolization by a single modality

… the public realm was used for social interaction

December 21, 2009, 1:00 am, 17 degrees

… today we still try to reclaim space in our cities

Space: Streets at the beginning of the automobile age



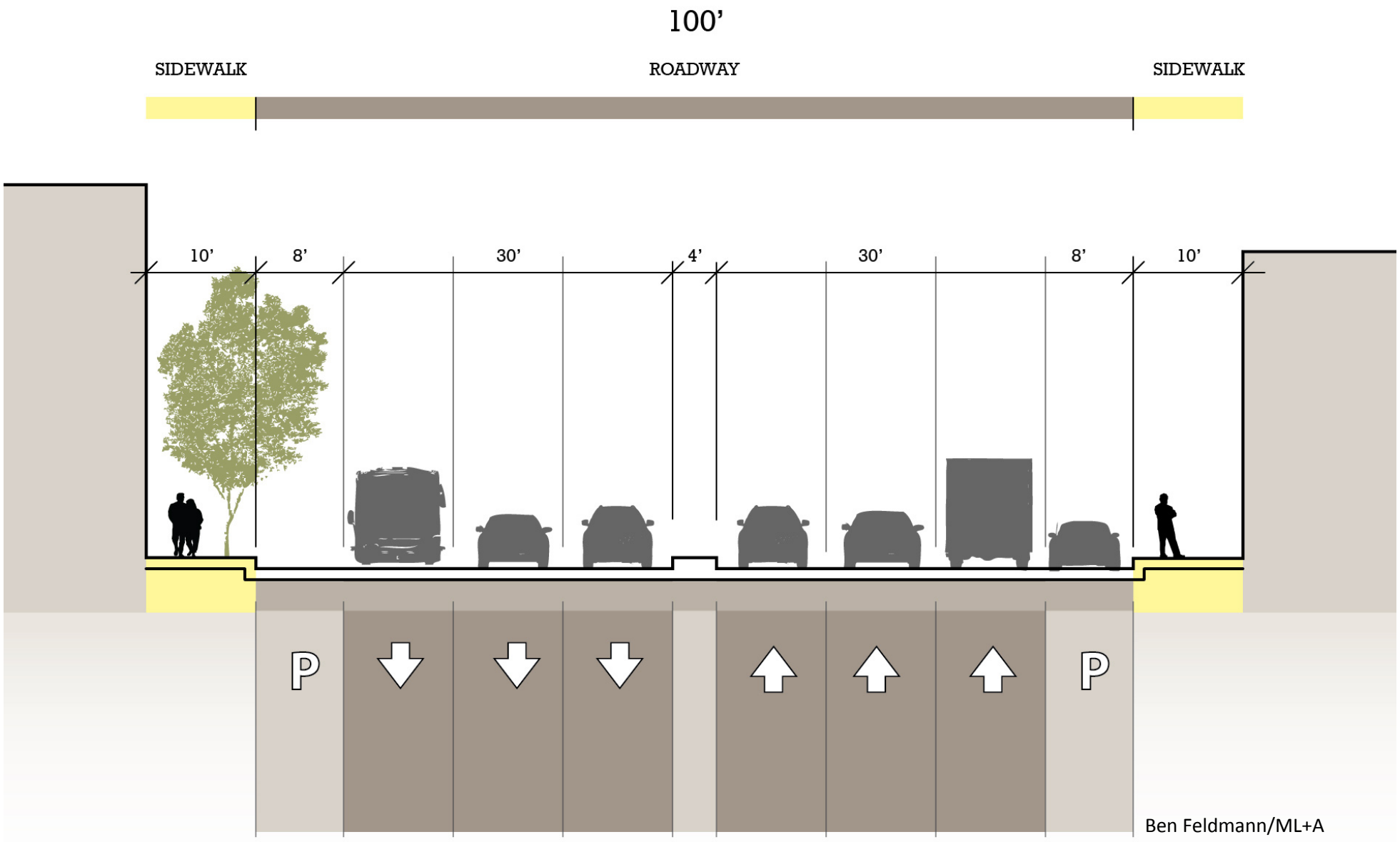
… now the automobile age transitions into an experience …

… if an experience, what are the potential impacts?

Streets Today: 19th Avenue, San Francisco – A Study

Capacity : 6 Traffic Lanes / On-Street Parking

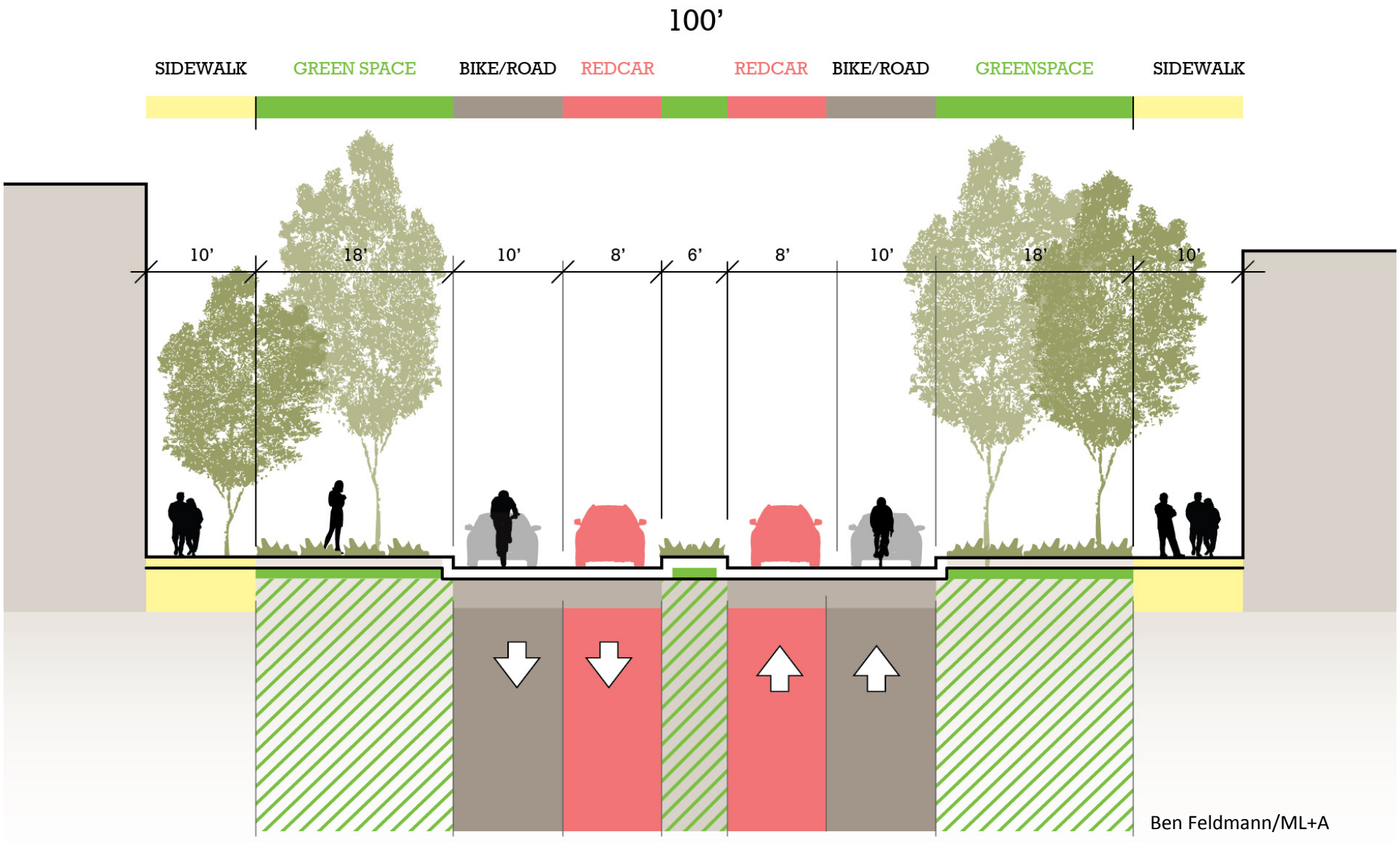
19th Avenue (Current)



Street Tomorrow: 19th Avenue, San Francisco – A Study

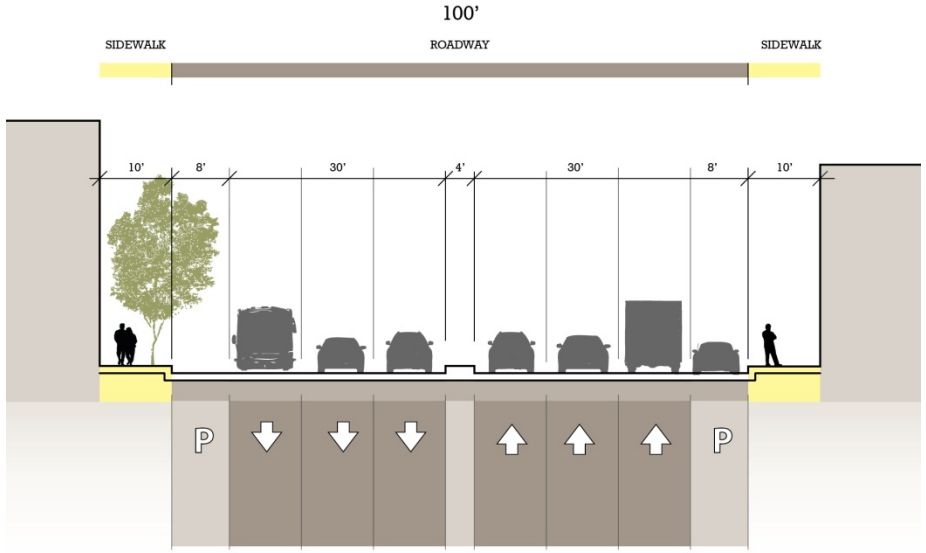
Capacity : 1 Dedicated RC Lane / 1 Shared Bike Car Lane / Bio-Infiltration Gardens / Transit Plazas

19th Avenue (Potential)

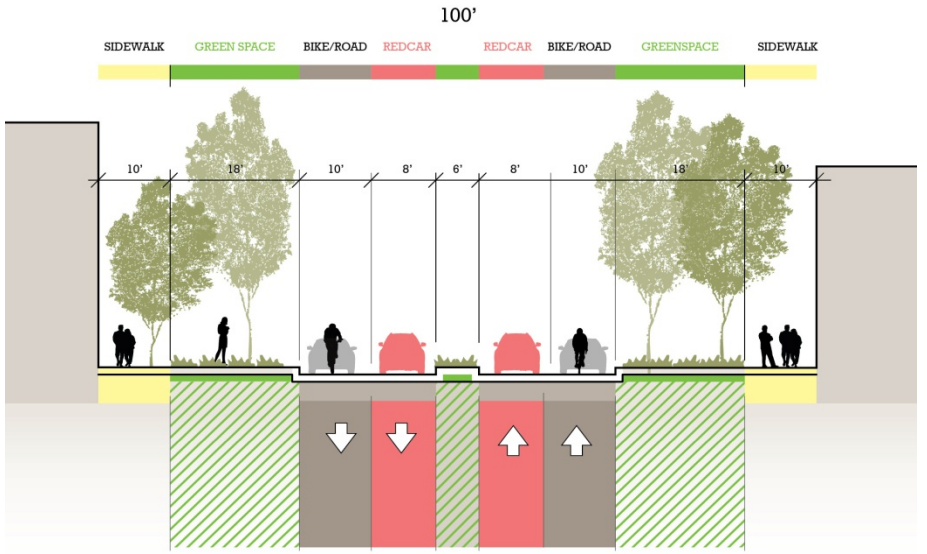


Ben Feldmann/ML+A

Current



Potential



Roadway : 80%

Green Space : 0%

Roadway : 20%

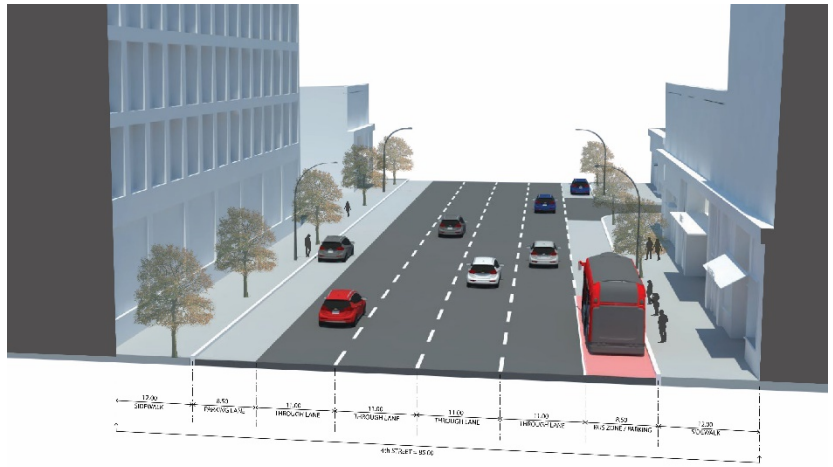
Green Space : 42%

Ben Feldmann/ML+A

Roads & Public Realm: Existing Curb & Street Design [4th & Folsom, San Francisco]

On-street parking with 4 travel lanes; no TNC or e-commerce pick-up or drop-off

No dedicated bike lanes; no storm water management



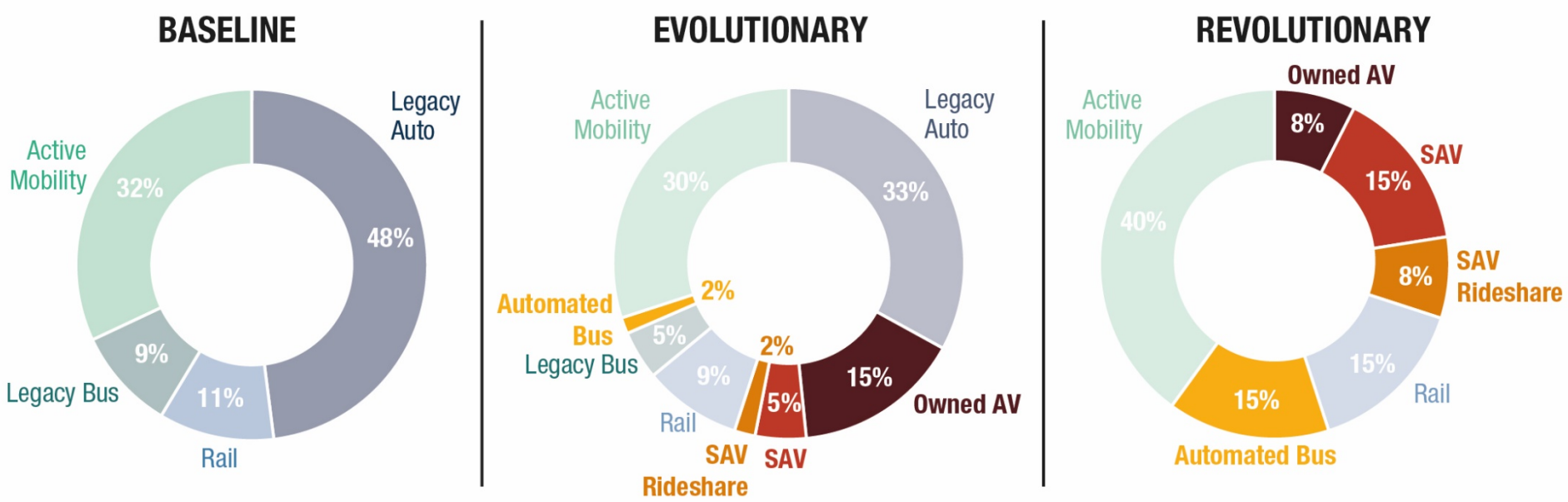
4TH STREET EXISTING - SECTION

4TH STREET EXISTING - PLAN

Prepared in conjunction with Arup

Roads & Public Realm: Evolution of Modality Split [4th & Folsom, San Francisco]

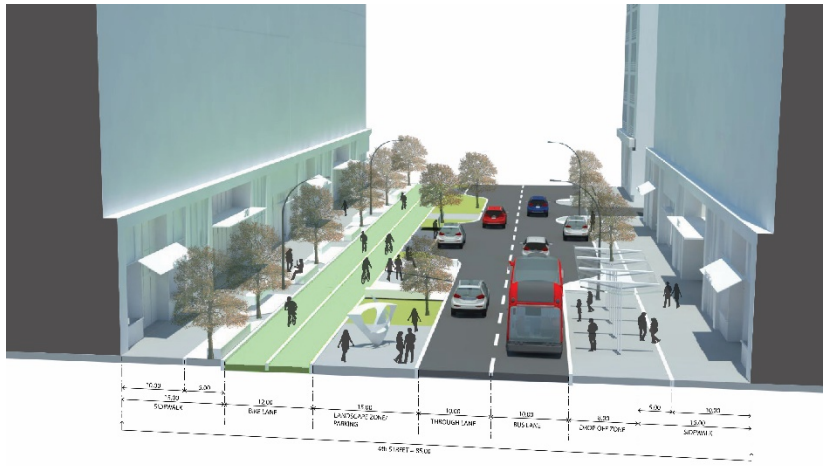
Baseline – Evolutionary - Revolutionary



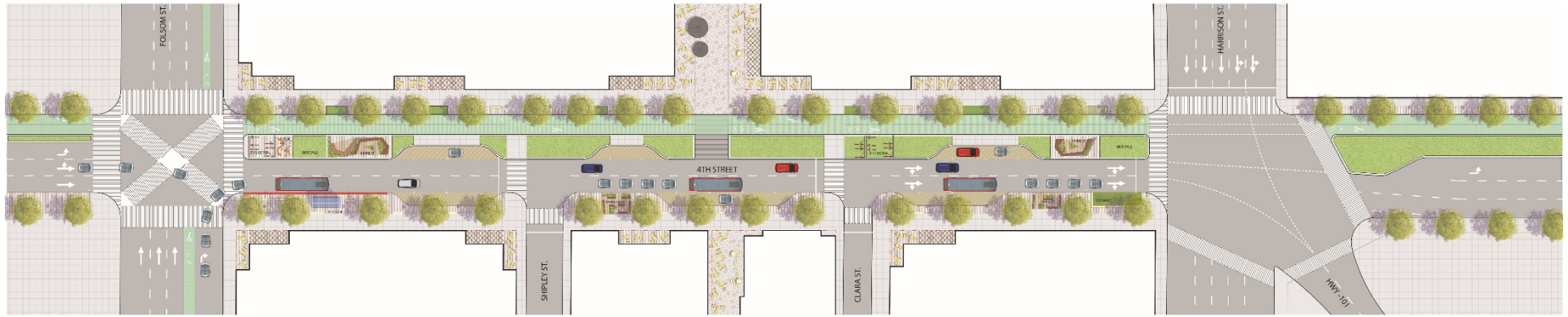
Modality split prepared by Arup

Roads & Public Realm: Potential Curb & Street Design [4th & Folsom, San Francisco]

On-street parking replaced with TNC pick-up & drop-off, e-commerce unloading, storm water management, dedicated two-way bike lanes and parklets



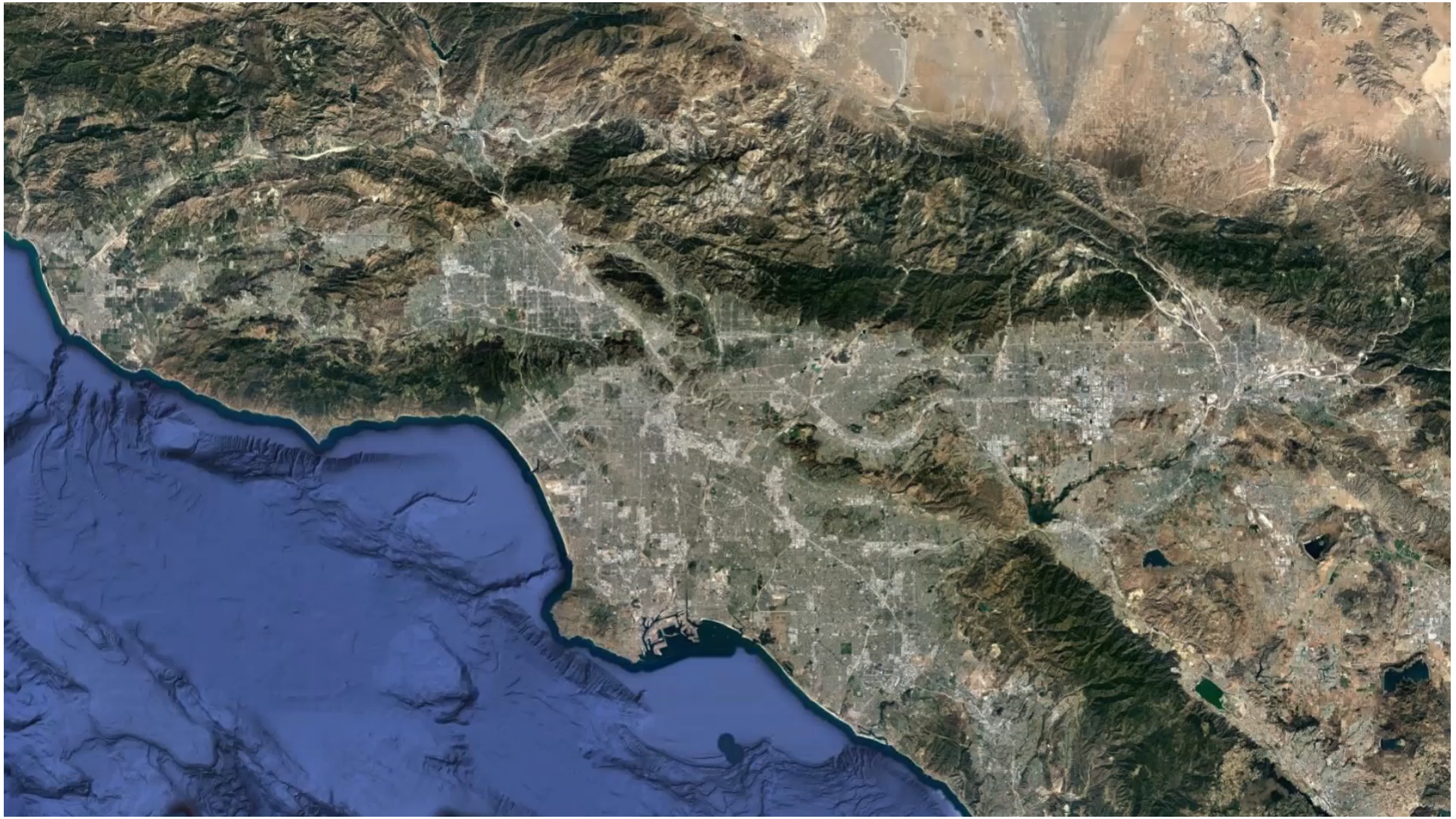
4TH STREET PROPOSED DESIGN - SECTION



4TH STREET PROPOSED DESIGN - PLAN

Prepared in conjunction with Arup

What could these new streets look like?

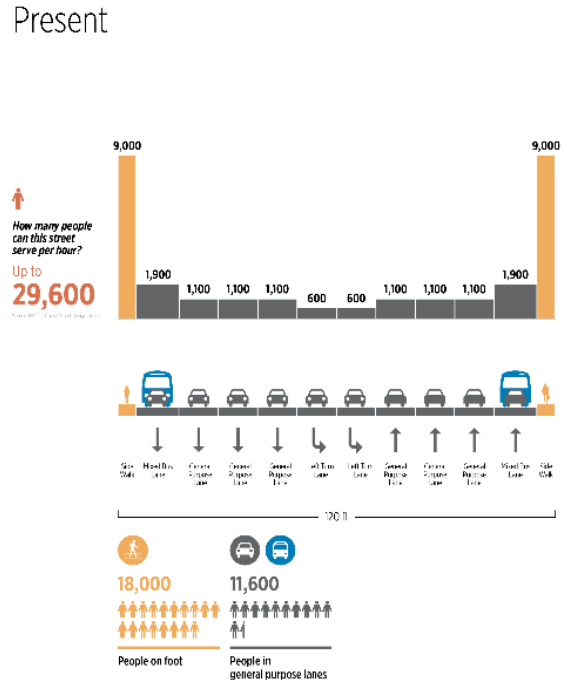


What could these new streets look like?

Concept study for Lyft, Wilshire Blvd., Los Angeles

Existing:

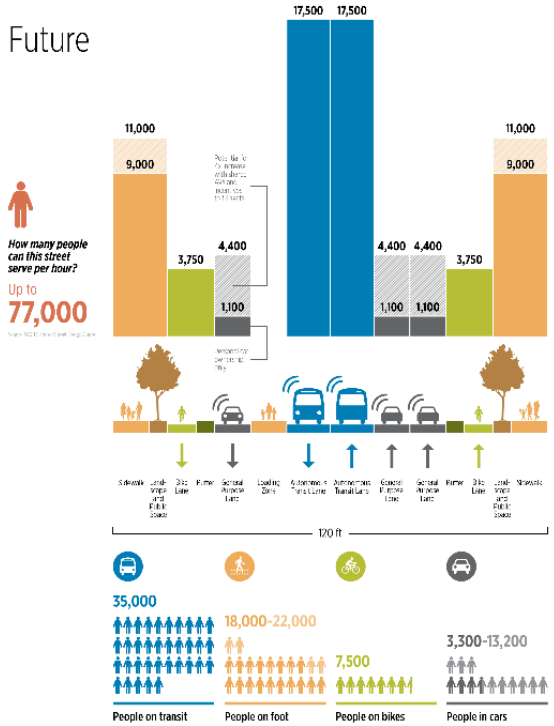
Capacity = 29,600 people/hour
7,400 people in SOV's



Traffic flow sections by Nelson/Nygaard

What could these new streets look like?

Concept study for Lyft, Wilshire Blvd., Los Angeles

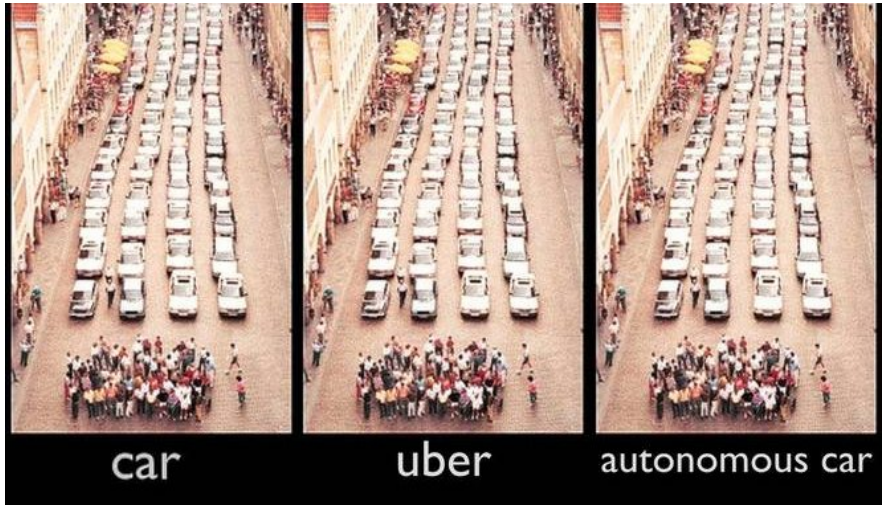


Future:

Capacity = 77,000 people/hour
64,500 people not in SOV's

Traffic flow sections by Nelson/Nygaard

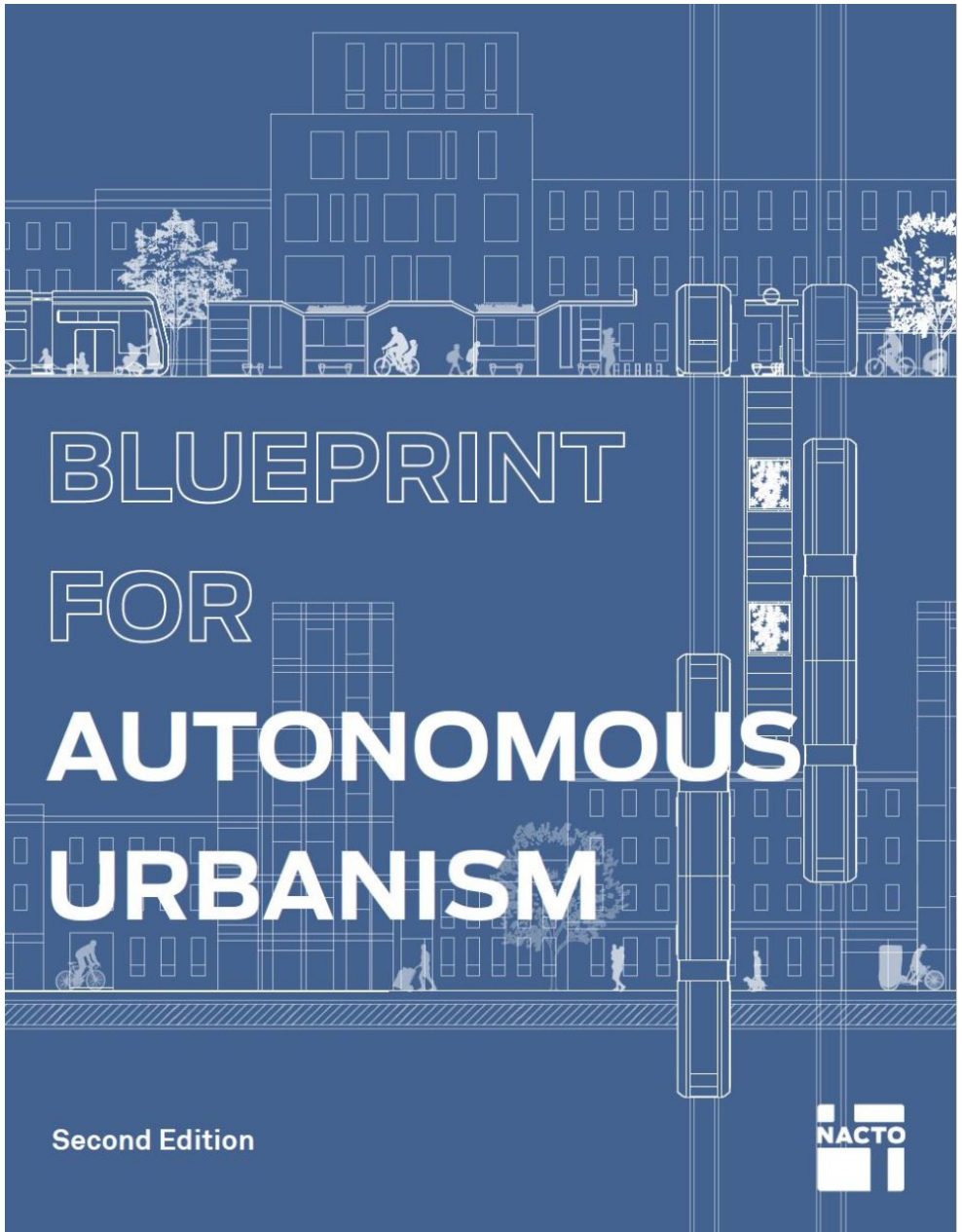
Before we get there we have some hard choices to make …



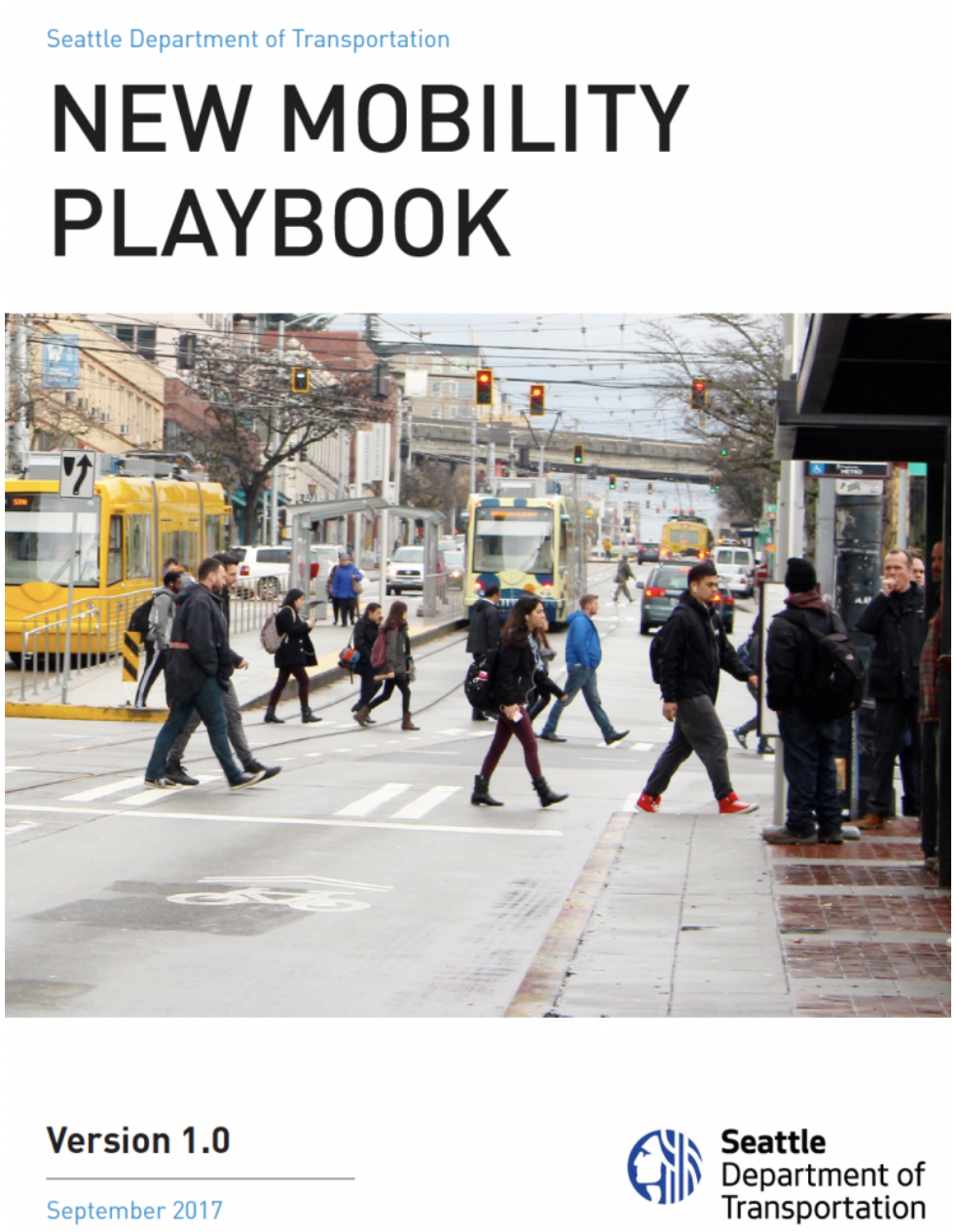
Our current trajectory …
… or "If we leave it to chance"

Where we should be going …
… or "If we shape it"

Government needs to take the lead:

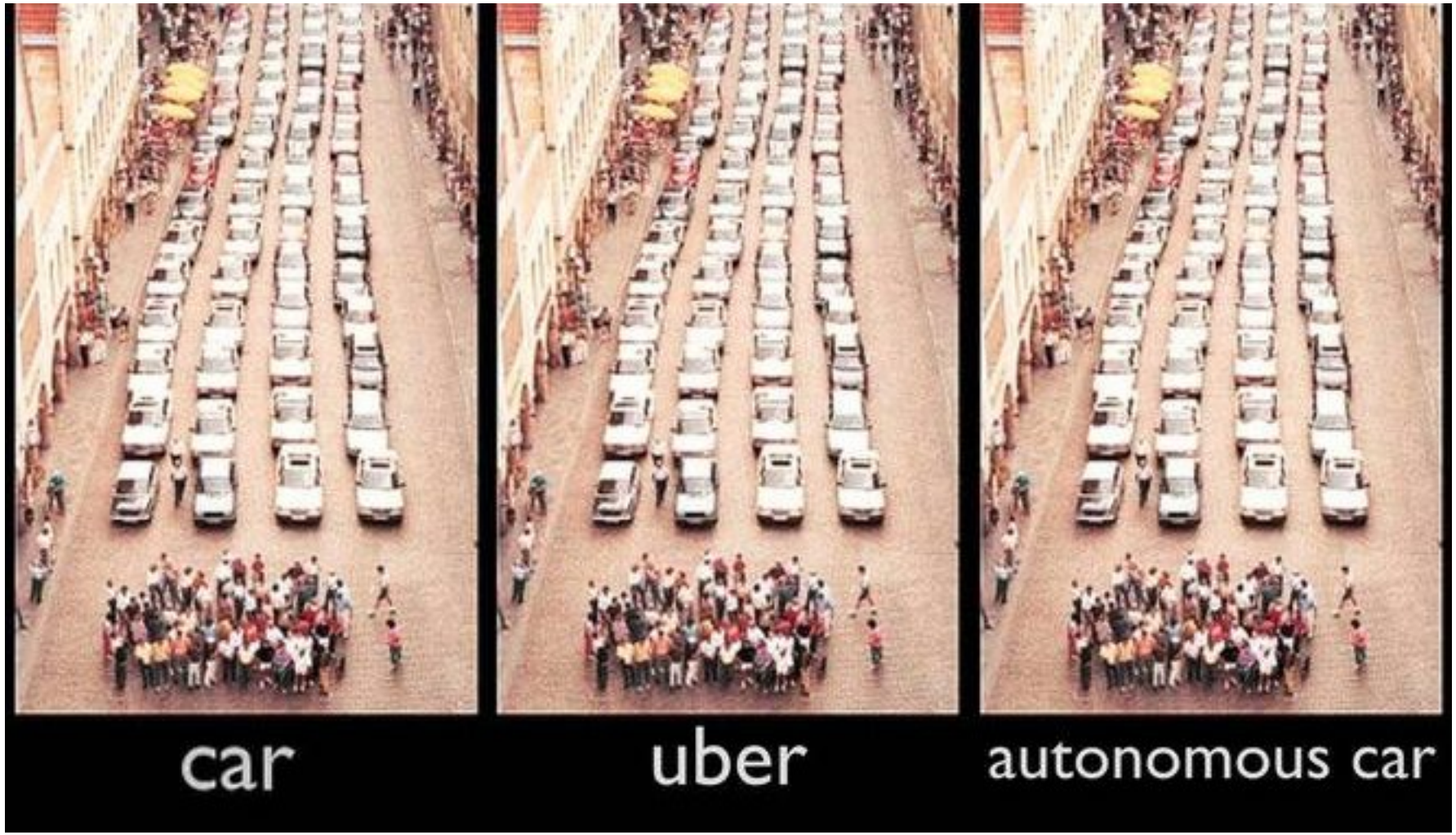


Leave it to chance or shape it?



Ownership: Private Ownership vs. Shared Mobility:

Why is this important?

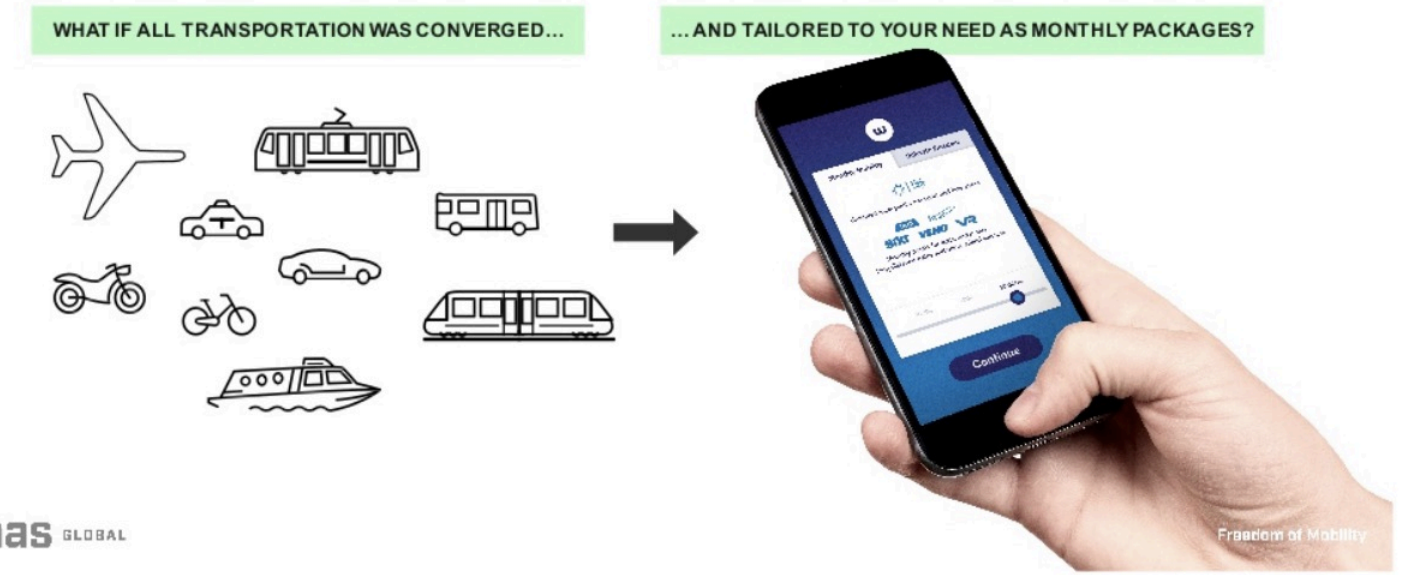


Ownership: Private Ownership vs. Shared Mobility :

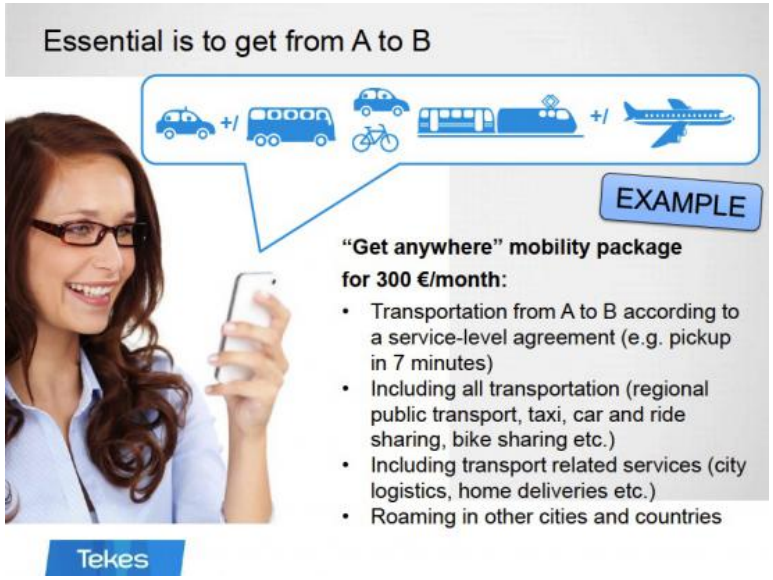
The Netflixing of car ownership?

Connectivity: Seamless Mobility:

Can we treat Mobility as a City Utility?



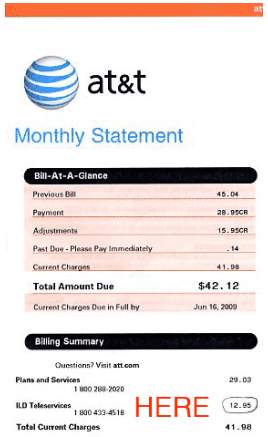
maas GLOBAL



Maas
GLOBAL

Helsinki today

Equity: Digital Access = Universal Access?



The most powerful tool in transportation?

Is this now an essential component of transportation?

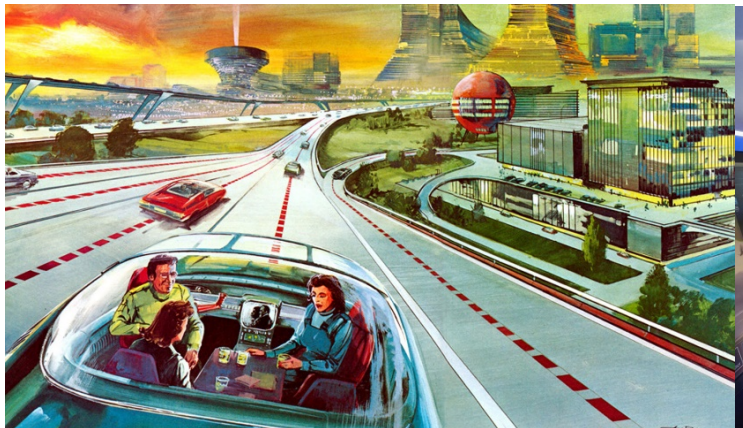
How do we avoid creating a two-tier system

Social Access:

How much is your data plan?

Do we need to create a lifeline mobility access plan?

How do we prevent Tomorrow[land] from being this ….



and

…. this?

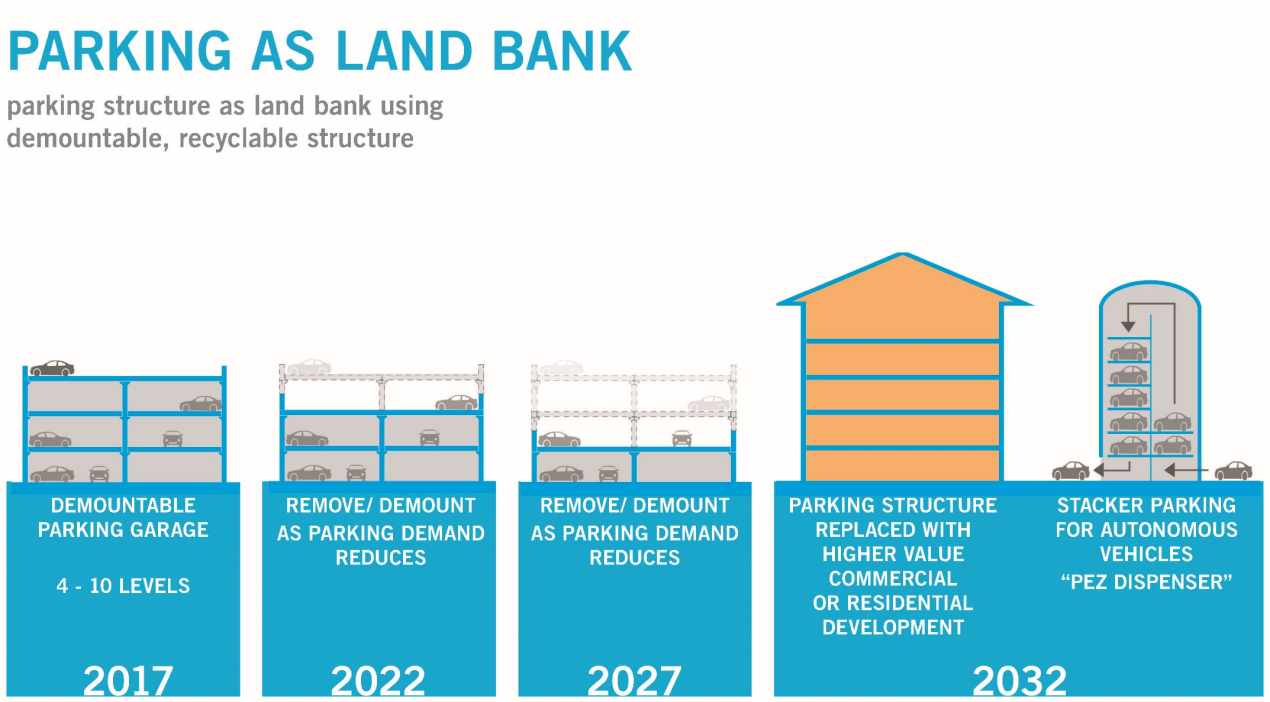
Parking: What is the future for parking structures?

Major financial burdens in making parking structures adaptable

If we need to build them make them recyclable

If we need to build them use them for land banking

Parking – Future Scenarios

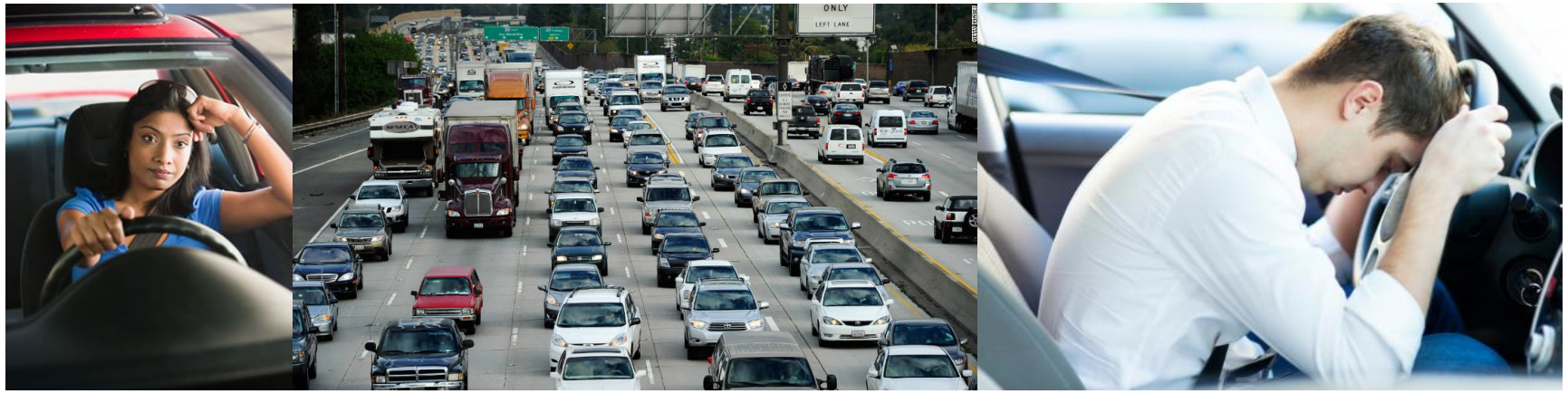


Hypothetical future-proofed parking scenario

Collaboration between P+W & Nelson Nygaard

Time & Sprawl:

If we loose the friction of time do we induce sprawl?



Demographic Preferences:

Traditional suburbia vs. revitalized densified contemporary streetcar suburbs?

But can we really get people out of cars?

GoMonrovia mobility program, Monrovia, California

Maybe we need to look at GoMonrovia? Monrovia, CA [pop. 37,061 – 2017]

A New Geofenced Mobility Option to Support and Augment Public Transit in LA County

Feeder to the Gold Line as well as providing transit around Monrovia and to neighboring retail and medical centers

"*The new, multi-modal transportation program, called **GoMonrovia**, leverages the strengths of … the ride-share provider Lyft … in partnership with the City's existing dial-a-ride operator, to provide fast and affordable transportation for all throughout Monrovia*" City of Monrovia web site.

Riders/Month upon introduction March 2018: 4,921
Riders/Month in January 2019: 75,808

Fares: $3.50 standard / $1.00 shared ride

E-Commerce: Fatal for malls, but new life for lobbies?

Q4 2017: E-Commerce = 9.1 – 13% of all sales. Growing at 16.9% per annum

Maybe we have neighborhood e-commerce pick-up points [like the rural post office?]

What could these new neighborhoods look like?

Mission Rock San Francisco

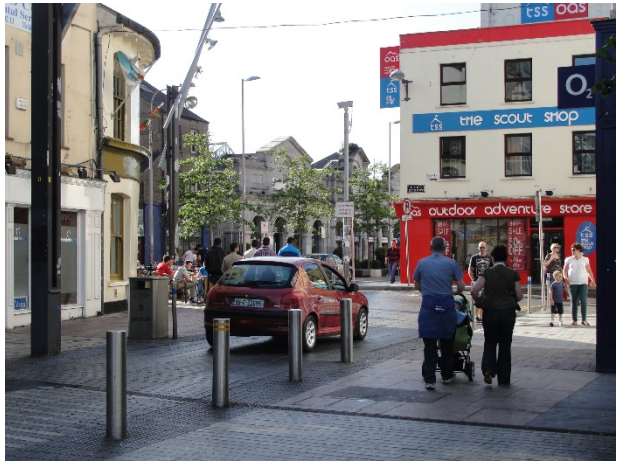
More space for parks and recreation?

Streets shared by other uses?

What could these new neighborhoods look like?

Already here? Patrick Street, Cork, Ireland [Beth Gali]

Patrick Street sharing space with buses, TNC's & pedestrians



Traditional streets can handle "tamed" vehicles and enhanced public realm

A shared electric connected automated mobility environment could allow us to
RECLAIM THE PUBLIC REALM:

Let’s discuss what we want to do with it.

Thanks!

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