BEYOND MOBILITY

PLANNING CITIES FOR PEOPLE AND PLACES

ROBERT CERVERO
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and STEFAN AL

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Island Press gratefully acknowledges major support of our work by The Agua Fund, The Andrew W. Mellon Foundation, The Bobolink Foundation, The Curtis and Edith Munson Foundation, Forrest C. and Frances H. Lattner Foundation, The JPB Foundation, The Kresge Foundation, The Oram Foundation, Inc., The Overbrook Foundation, The S.D. Bechtel, Jr. Foundation, The Summit Charitable Foundation, Inc., and many other generous supporters.

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Planning Cities for People and Places

Robert Cervero, Erick Guerra, and Stefan Al

Washington | Covelo | London

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Keywords: Autonomous vehicles, climate change, driverless cars, edge city, environmental mitigation, the global south, just city, lifestyle preferences, placemaking, public health, public transit, road contraction, shared mobility, social capital, suburban retrofits, sustainable city, transit-oriented development (TOD), urban amenities, urban economics, urban recalibration, walkability

Library of Congress Control Number: 2017940670

All Island Press books are printed on environmentally responsible materials.

Manufactured in the United States of America

10 9 8 7 6 5 4 3 2 1

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PREFACE

That changes are needed in the planning and design of cities—for the sake of the planet, social equality, and a host of other reasons—is understood and accepted by most urban planners and designers. As planner–academics who have researched and worked in the urban transportation field to varying degrees, we maintain as the core premise of this book that improving mobility (i.e., the efficiency of motorized travel) has overly dominated past planning practices. This notion is not new. However, in our view, going beyond the rhetoric of postmobility planning and laying out a systematic framework for reordering priorities and meaningfully reforming policies and practices has received less attention than deserved.

Many commentaries on urban reforms are framed from the perspective of spatial planning, that is changing the design, layouts, and geographic arrangements of cities and their surroundings. Less is said about the pace of structural change. Shifting from sprawl to more compact development is often treated in binary terms, going from one form of urbanism to an entirely different one. Instead, we advance the idea of urban recalibration, the process of changing the accumulated rules, standards, regulations, and codes that govern the planning and design of our cityscapes and tend to directly or indirectly promote mobility, whether for cars, buses, or fire trucks, at the expense of other considerations. *Beyond Mobility* is about recalibrating how we plan, design, and build cities in ways that shift the focus from motorized movement to the needs and aspirations of people and the places they want to go.

Some of the ideas for this work germinated when the three of us discussed and debated these topics during a roughly 4-year period when our coordinates aligned at the University of California at Berkeley in the late 2000s and early 2010s. With Berkeley once the academic home of such urban planning luminaries as Donald Appleyard, Allan Jacobs, and Peter Hall, it's perhaps no surprise that debating ways of reining in the excesses of

car-oriented living occupied a good amount of time among folks in the transportation and urban design fields, us included. Contrary to what some might think or assume upon reading this book's title, we're not out to remove cars from city streets. Like most people living in America, we use and drive cars and plan to continue doing so, whether autonomous or steered by humans. However, we hope that the ideas put forward in this book will contribute to nudging us and others in the direction of walking, biking, and using buses and trains for a larger share of our personal travel-pies in years to come. If this helps with cleansing the air, building social capital, and shedding a few pounds, all the better.

Although this book was a collaborative undertaking, as in any work involving three busy academics, there was necessarily a division of labor. This division largely aligned with our respective interests, past and present. Robert Cervero was the principal author of chapters 1, 3, 4, 6, 7, 8, and 11 and contributed to other chapters as well, particularly chapters 5 and 9. Erick Guerra prepared most of chapters 9 and 10 and also contributed to chapters 1 and 11 and the three chapters in part one of the book. Stefan Al authored chapters 2 and 5 and helped with other aspects of the book, including the introduction.

Although we accept full responsibility for what is presented in this volume, we would be remiss if we didn't acknowledge a number of people who contributed to this work. We thank Heather Boyer of Island Press for her support throughout the project and due diligence in seeing the manuscript through to completion. Elizabeth Theocharides, a graduate student in city planning and transportation engineering at Berkeley, was of tremendous help with many parts of this book, including background literature reviews, statistical analyses, preparation of maps and figures, and help with organizing artwork. Meiqing Li, a master's planning student at the University of Pennsylvania, helped with preparing several maps and the background research on transit-oriented development in China. Elisabeth Machielse, Sean McKay, and Thomas Orgren, architecture and city planning students at the University of Pennsylvania, contributed with background research and literature reviews for chapters 2 and 5. Brenna Raffe of Island Press also deserves our thanks for her help with organizing some of this book's images and manuscript preparation. We owe a debt of gratitude to many others who at various stages helped us with some part of this book, including Reena Tiwari, Ian Carleton, Felipe Targa, John Renne, Peter Calthorpe, Megan Gibb, Bernie Suchicital, Bert Gregory, Chang-Deok Kang, Steve Yui, Charles Kooshian, Larry Orman, Xavier Iglesias, Lu Nadal, Tom Radak, Gilles Durance, Salvador Herrera, Paavo Monkkonen, Camilo Caudillo, Jorge Montejano, and John Taylor, among others. And outside our professional lives, we thank those who provided a different kind of support during this undertaking, emotionally and in other ways, notably Sophia, Chris, and Kristen Cervero, Alexandria Wyllie, Amaliris Gonzalez, the Guerra family, Rebecca Jin, Vera Al, and Janneke van Kuijzen.

Putting together a case-focused book that examines experiences in many corners of the world would not have been possible without funding support. Although there was no one main sponsor of the work, we did receive much-appreciated funding from multiple sources. The Friesen endowment provided research support to Robert Cervero during a 6-year period when he was the Carmel P. Friesen Chair in Urban Studies at Berkeley. Some of the work reported in this book would not have been possible without the generous support of Candy and Howard Friesen. Research presented in this book was also made possible through funding support from the University of California Transportation Center, the Technologies for Safe and Efficient Transportation University Transportation Center, the Volvo Research and Education Foundation, the World Bank, UN Habitat, the Transit Cooperative Research Program of the U.S. Department of Transportation, Hong Kong's MTR Corporation, the Organisation for Economic Co-operation and Development, the Brookings Institution, the University of Pennsylvania's University Research Foundation, the Lincoln Institute of Land Policy, and the city of Los Angeles.

A closing comment on this book's narrative arc is in order. Although we begin on a somewhat pessimistic note—citing the tons of excess carbon emitted, the millions of lives lost annually to collisions and local pollution, and the public dollars wasted as a result of a mobility-focused approach to planning and designing cities—we conclude on an optimistic one. The waste and harm of our current system, coupled with the growing body of examples and evidence of alternative planning approaches, are leading to gradual but visible reforms in the rules, regulations, and investments that shape cities. We are hopeful that new technologies and shifting demographic and social trends will reinforce and strengthen the momentum to move *Beyond Mobility* and create the kinds of great, diverse, and economically productive places where we, our friends, and family aspire to live, work, learn, and play.