

# Dr. John M. DeGrove Webinar Series Victor Dover on "The Car-Optional Neighborhood: How Should It Be Designed?" [1000]

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Due to constraints on staff time,
we only apply for professional certification credits
and provide confirmation of attendance
for participants who attend the live webinar,
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Educate, advocate and negotiate to protect Florida's high quality of life

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#### Dr. John M. DeGrove

May 4, 1924 – April 13, 2012

Icon of comprehensive planning both in Florida and across the nation

Co-founder of 1000 Friends of Florida

To find out more, please visit: www.1000friendsofflorida.org/dr-degrove/



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Florida Landscape Architects — 1000 Friends of Florida Provider #PVD151



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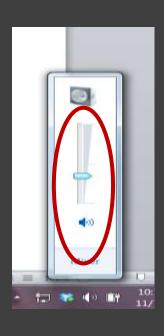
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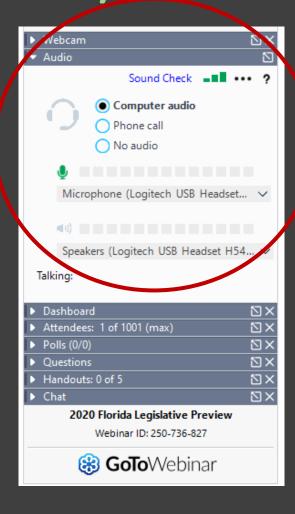
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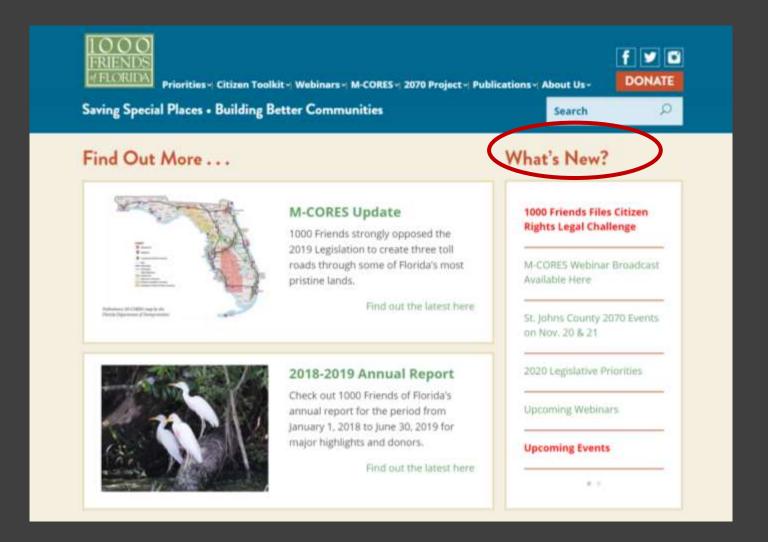


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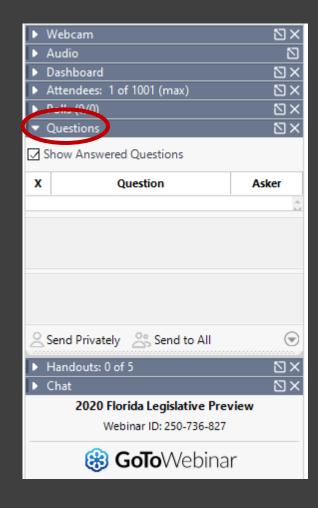
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# Please ask questions!

- Your webinar control panel includes a "Questions" box
- Please click on "+" sign and type any questions in this box
- Please refer to the slide number and/or speaker when you post your question
- Please keep your questions succinct!
- •Staff will ask the presenters questions, as time permits





# Presenter



# Victor Dover, FAICP, LEED-AP, CNU-ACCREDITED

Founding Principal and Principal-in-charge of Dover Kohl & Partners, Dover is nationally recognized as an innovator in city planning, neighborhood design and street design.

Has led more than 200 charrettes.

Lectures widely around the world on livable communities and sustainable development and has served as national chair of the Congress for the New Urbanism (CNU).

Coauthored, with John Massengale, the breakthrough book *Street Design: The Secret to Great Cities and Towns*.

Has has been awarded the John Nolen Medal for contributions to urbanism.

Is a Fellow of both the American Institute of Certified Planners and CNU.

Is an adjunct faculty member at the University of Miami.

Also serves as vice-president of the Parks Foundation of Miami-Dade.



# THE 21ST CENTURY CAR-OPTIONAL NEIGHBORHOOD

VICTOR DOVER, FAICP





HOW CAN WE SATISFY THE PERSON WHO INSISTS ON DRIVING ALONE?

HOW CAN WE KEEP MORE CAR TRAFFIC MOVING, AT ALL COSTS?

# HOW CAN WE REDUCE THE CAR-MILES TRAVELED, PER PERSON?

#### STUCK IN TRAFFIC

FRUSTRATED MOTORISTS CAN'T EXPECT CONGESTION RELIEF SOON. PUBLIC TRANSIT OPTIONS ARE FEW.









#### STREETSBLOG USA

# The Science Is Clear: More Highways Equals More Traffic. Why Are DOTs Still Ignoring It?

By Angie Schmitt Jun 21, 2017 🗩 38





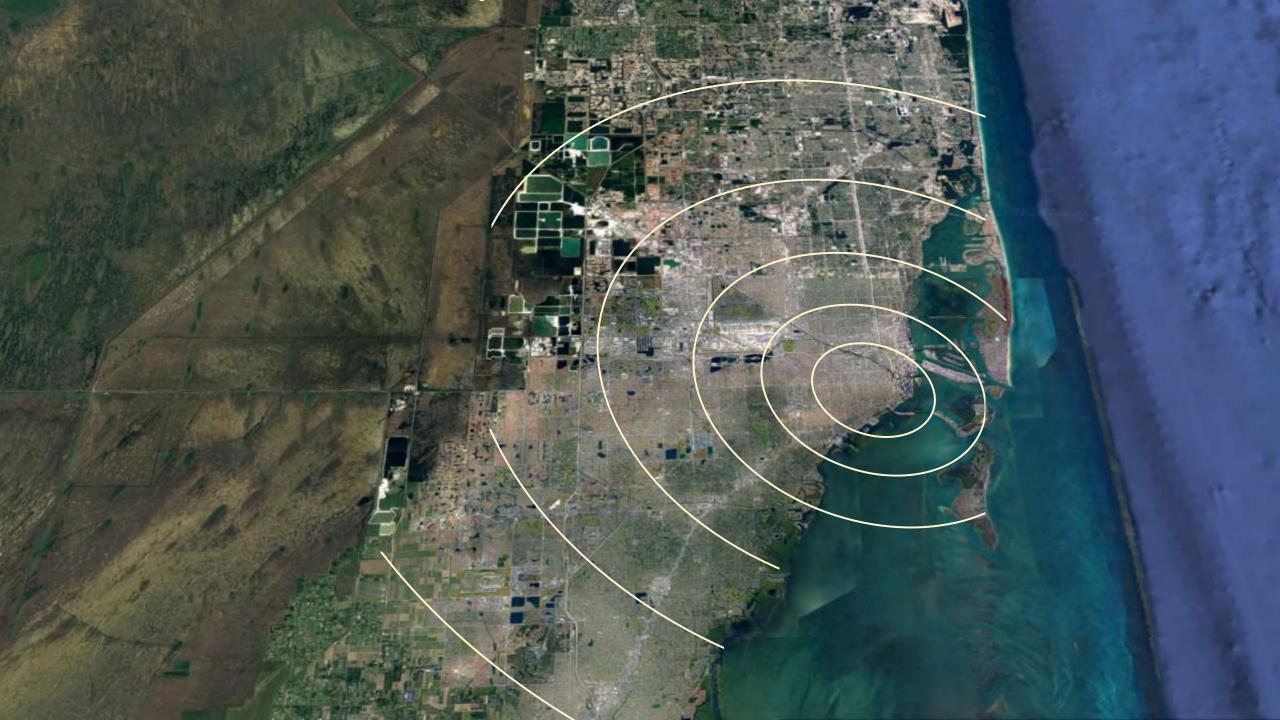










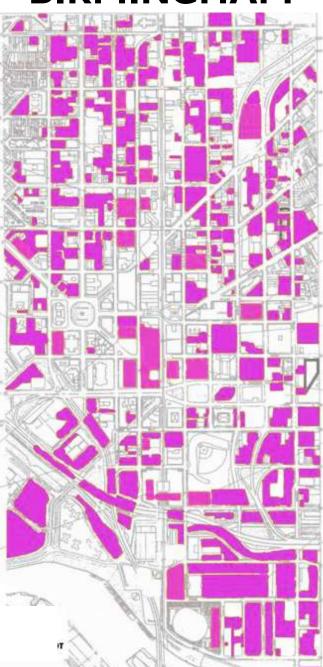




# CAUSES OF CONGESTION



#### **BIRMINGHAM**



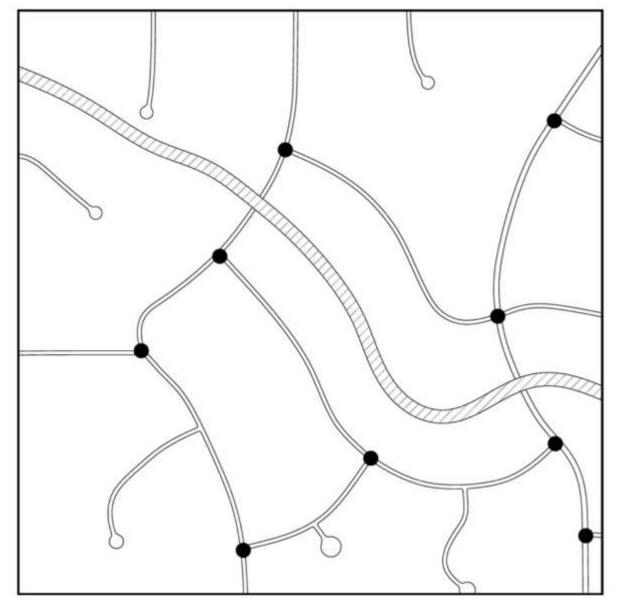


#### The Woodlands, Texas

Total # of Street Intersections: 9

Area of Sample Site: 0.25 sq. mi.

Connectivity (inters. / sq. mi.) = 36.0



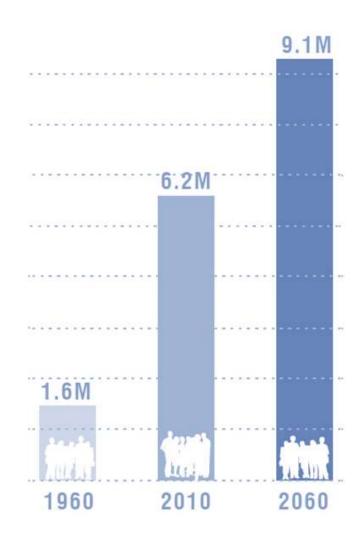






#### POPULATION IS GROWING. PERIOD.





750 people a day move to Southeast Florida.

How many are coming to Miami-Dade?

Roughly 1.4 million by 2060.

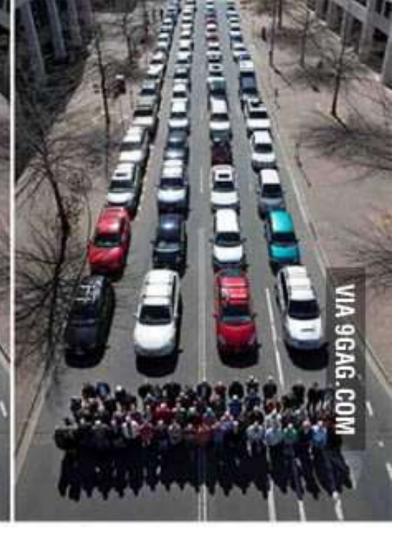


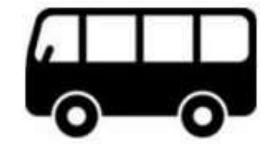








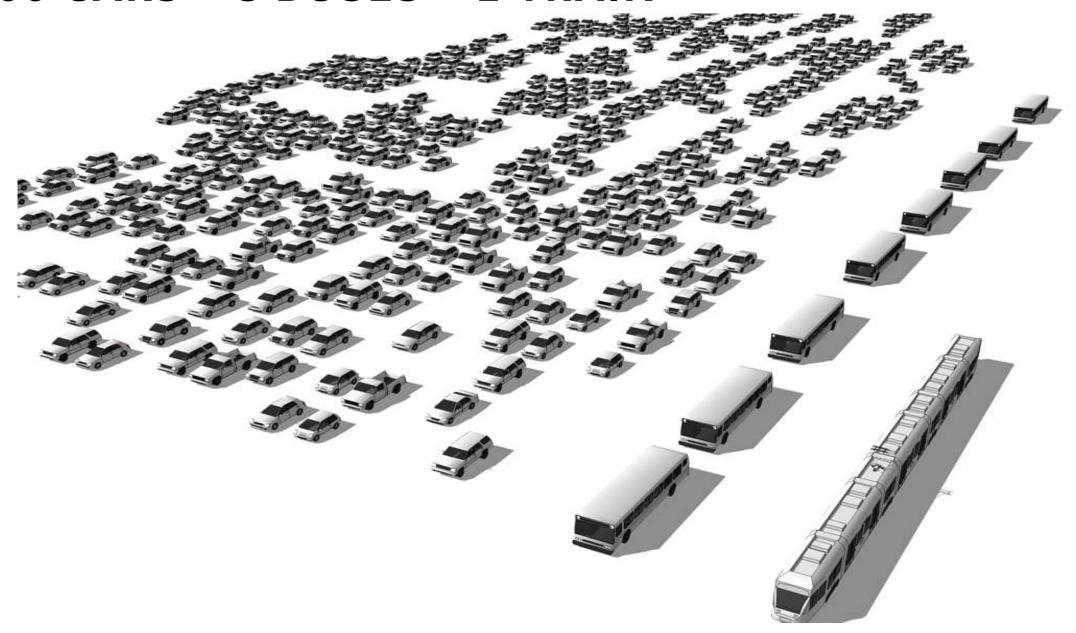








#### 400 CARS = 8 BUSES = 1 TRAIN





#### **RE-IMAGINING STREETS AS PLACES**

Hull Street, Richmond, VA - BEFORE

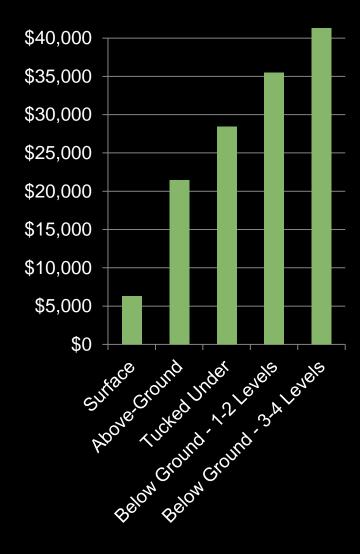


Hull Street, Richmond, VA - AFTER





#### **ECON 101: THE HIGH COST OF PARKING**







Surface Lot \$5,000 - 7,000 / space

Parking Structure \$21,500 / space or more\*

# WHAT NOT TO DO ABOUT RAFE CONGESTION































## 

### VEHICLE MILES TRAVELED

























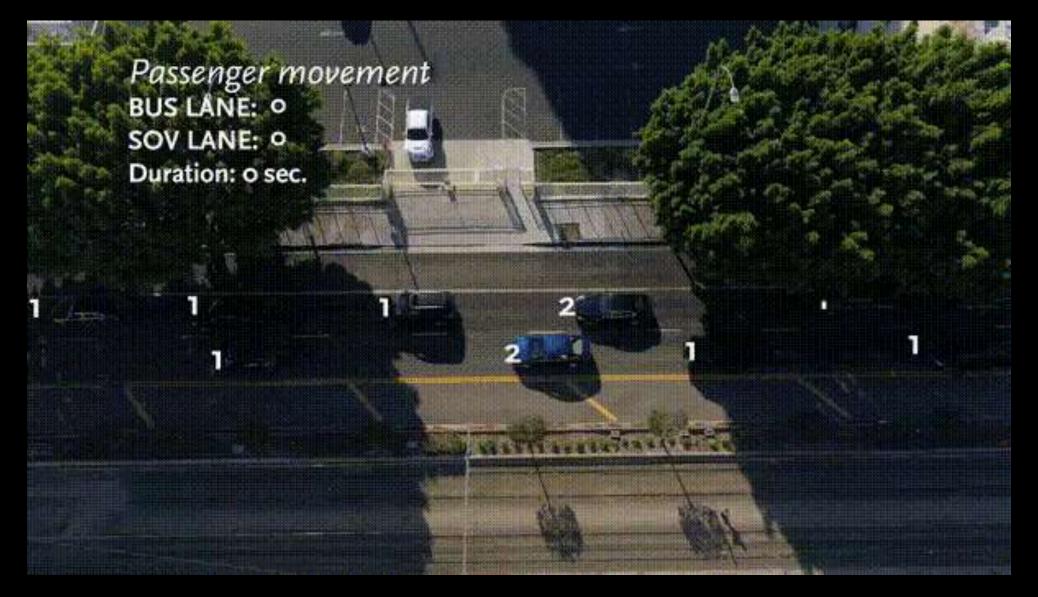












TRANSIT LIKE YOU MEAN IT





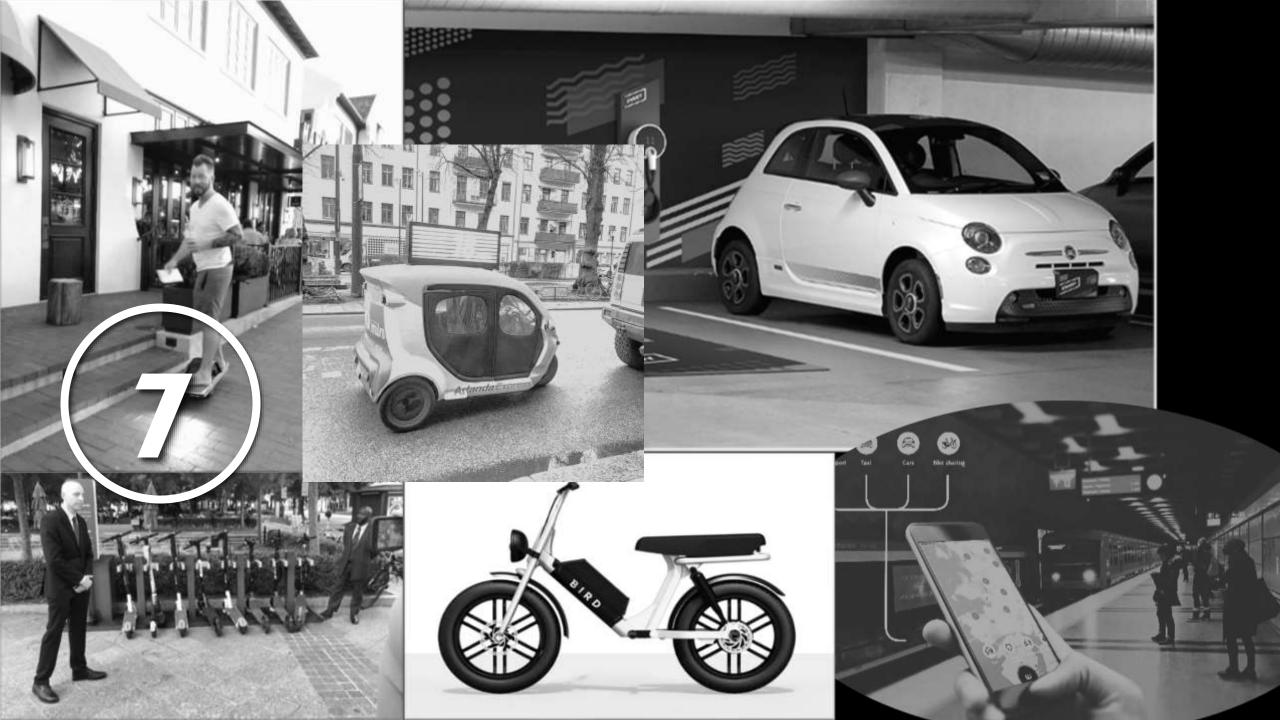
## IMAGINE LIFE AFTER THE PARKING BUBBLE BURSTS



Right-size parking: Have just enough, not too much









## **GROWING A CAR-OPTIONAL NEIGHBORHOOD**

- 1. Bring things closer together: Achieve **livable density** and practical mixed-use, in an intown location.
- 2. Design slow, safe, highly-walkable, bikable streets.
- 3. Lay out small blocks in an interconnected web pattern.
- 4. Require street-oriented, street-shaping architecture & green, comfortable public spaces.
- 5. Plant **street trees**. Then plant more.
- 6. Connect to surroundings via high-quality bike infrastructure.
- 7. Optimize for **new mobility**: ride-hailing, bikeshare, scooters, car-share, EVs, ACVs, delivery bots, UEVs, and whatever's next.
- 8. Right-size parking: Have just enough, not too much.
- 9. Plan for showers (& covered bike parking) at many workplaces.
- 10. Develop around a transit-connected **mobility hub**, linking region and neighborhood.

























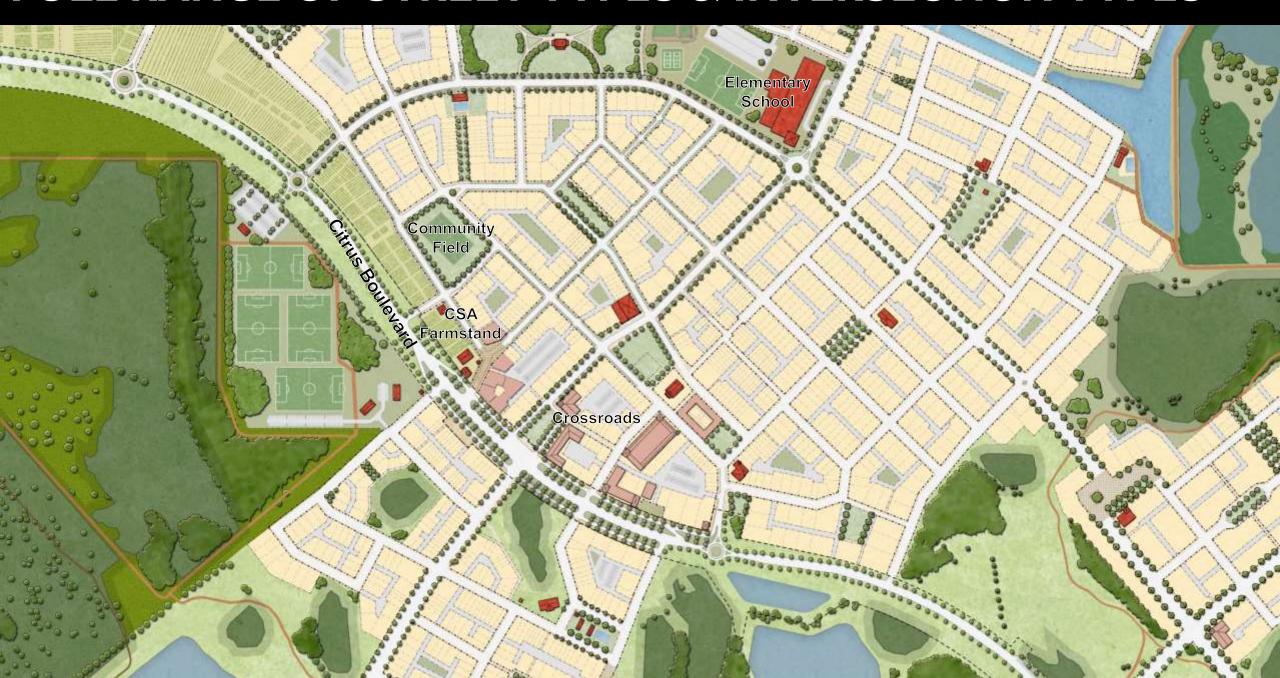








## **FULL RANGE OF STREET TYPES & INTERSECTION TYPES**















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VICTOR DOVER, FAICP

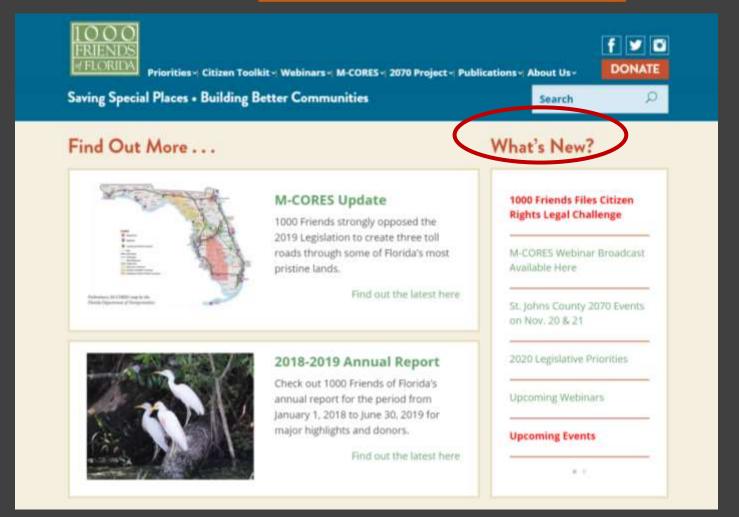
DOVER, KOHL & PARTNERS



# Questions and answers



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