

# PATH AS PLACE

The Experiential Side of Transportation

**TOOLE**  
DESIGN

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 @path\_as\_place

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 @ianlockwood

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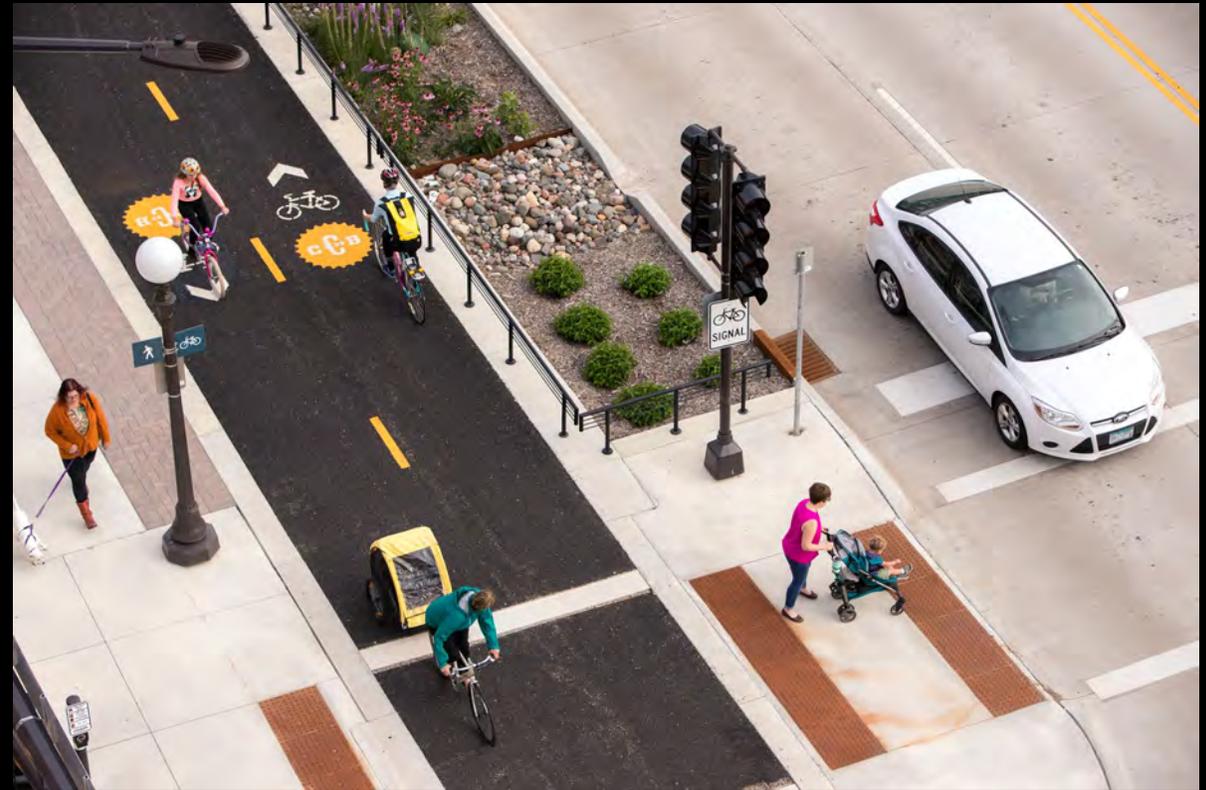
# Cindy Zerger AICP, ASLA

Urban Designer

Planning + Landscape Architecture

Passionate about creating memorable public realm experiences.

Doubles as a mom who loves landscapes, soccer, trail running, and cycling.



# Ian Lockwood PE

Livable Transportation Engineer



I enjoy helping paths to become places



photography



teaching



cartooning

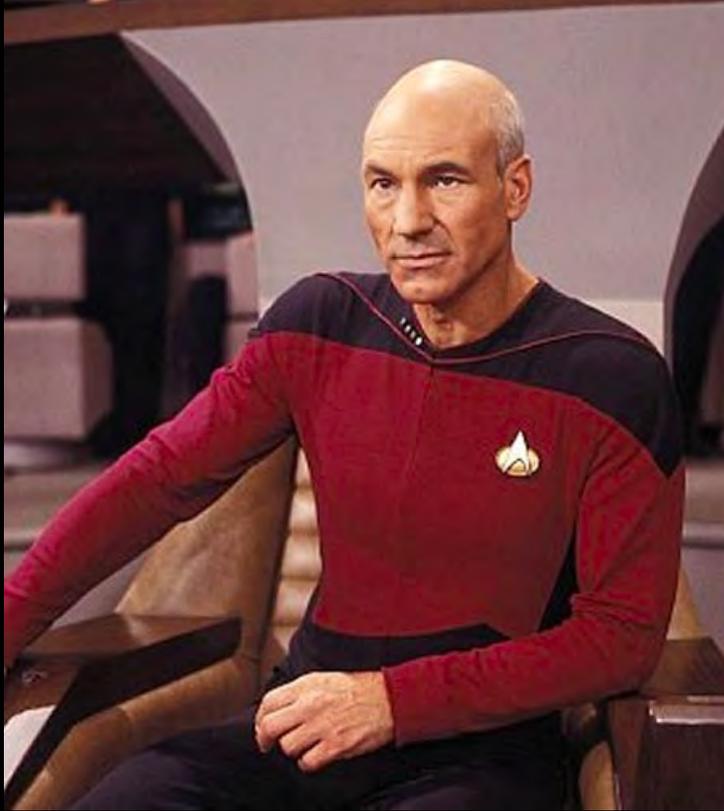


and cycling

# Work together...



**Work together...**



# HUMAN NATURE: SAFETY AND MOVEMENT.



SHELTER WE COULD  
MOVE WITH US ON  
THE HUNT, TO GET  
PEOPLE  
TO FOOD.



AGRICULTURE LED TO  
PERMANENT SHELTER LED TO  
BETTER PATHS TO GET FOOD  
TO PEOPLE.



# ANCIENT WALKING TRAILS BECAME CART TRACKS WHICH BECAME RURAL ROADS

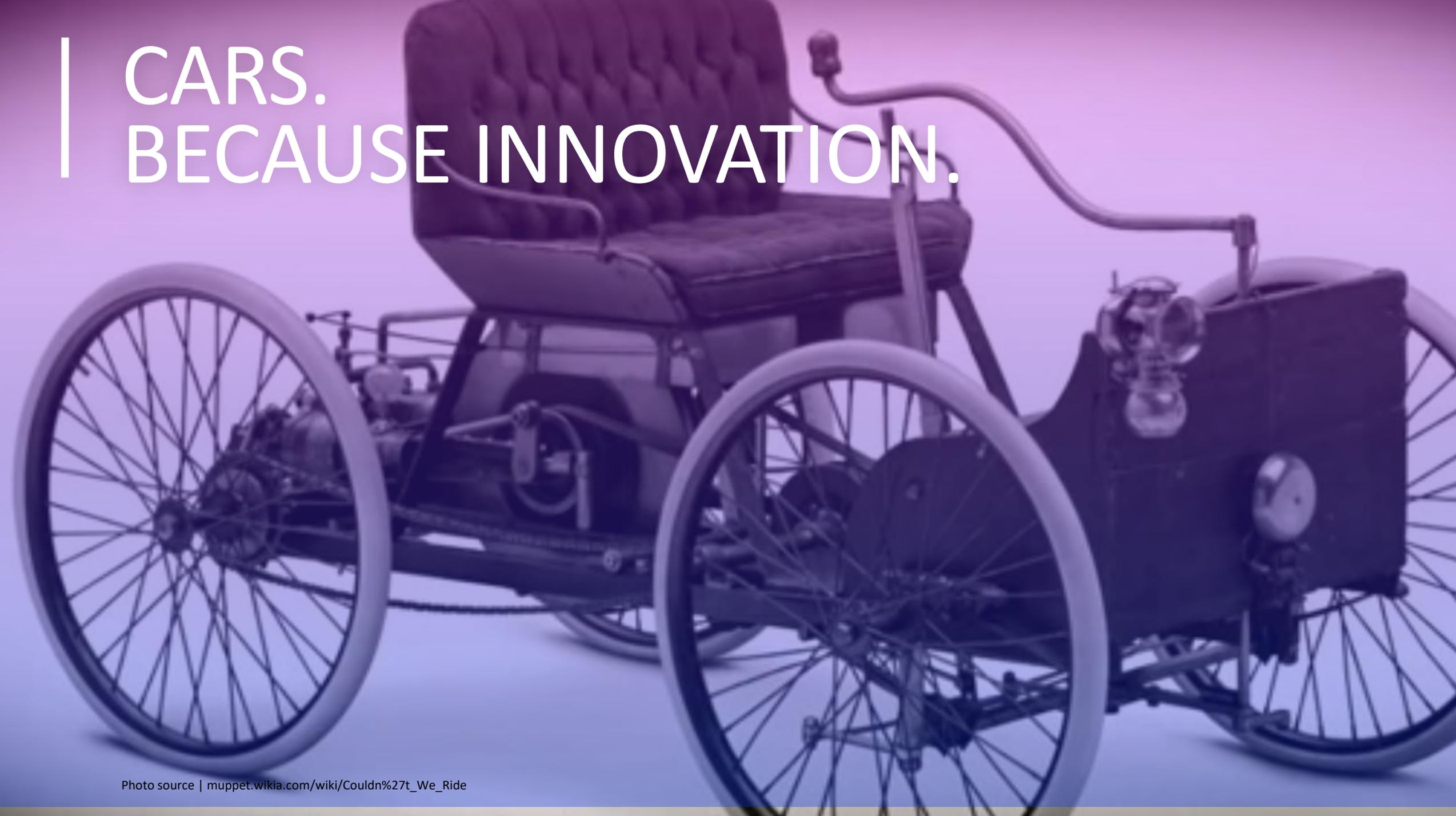


THE TRAIL SYSTEM  
OF THE  
SOUTHEASTERN UNITED STATES  
IN THE  
EARLY COLONIAL PERIOD  
A PRELIMINARY MAP FROM DATA COLLECTED BY  
W. E. MYER  
1923

PAVEMENT.  
BECAUSE BIKES.



| CARS.  
| BECAUSE INNOVATION.



# TRAFFIC. BECAUSE PAVEMENT.



An aerial photograph of a multi-level highway interchange in a city, completely gridlocked with traffic. The scene is captured during the "blue hour" of sunset, with a soft, purple and blue light. The highway is packed with a variety of vehicles, including cars, buses, and trucks. In the background, a large, brightly lit billboard is visible. The overall atmosphere is one of intense urban congestion.

| MORE TRAFFIC.  
BECAUSE MORE  
PAVEMENT.

# CHAOS. BECAUSE TRAFFIC.



WE CREATED CITIES  
FOR THE PURPOSE OF  
EXCHANGE.

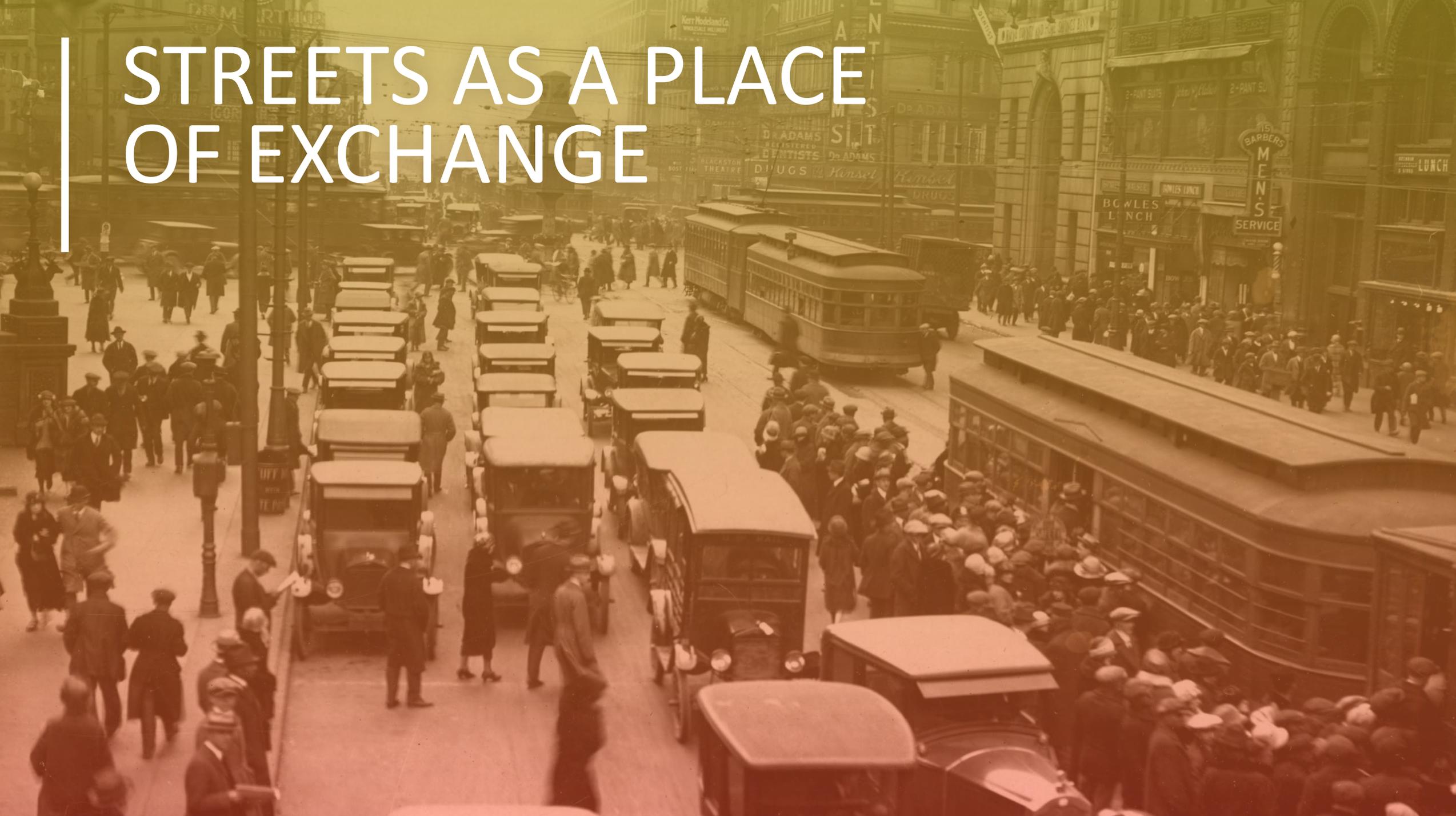


# WE CREATED CITIES FOR THE PURPOSE OF EXCHANGE.

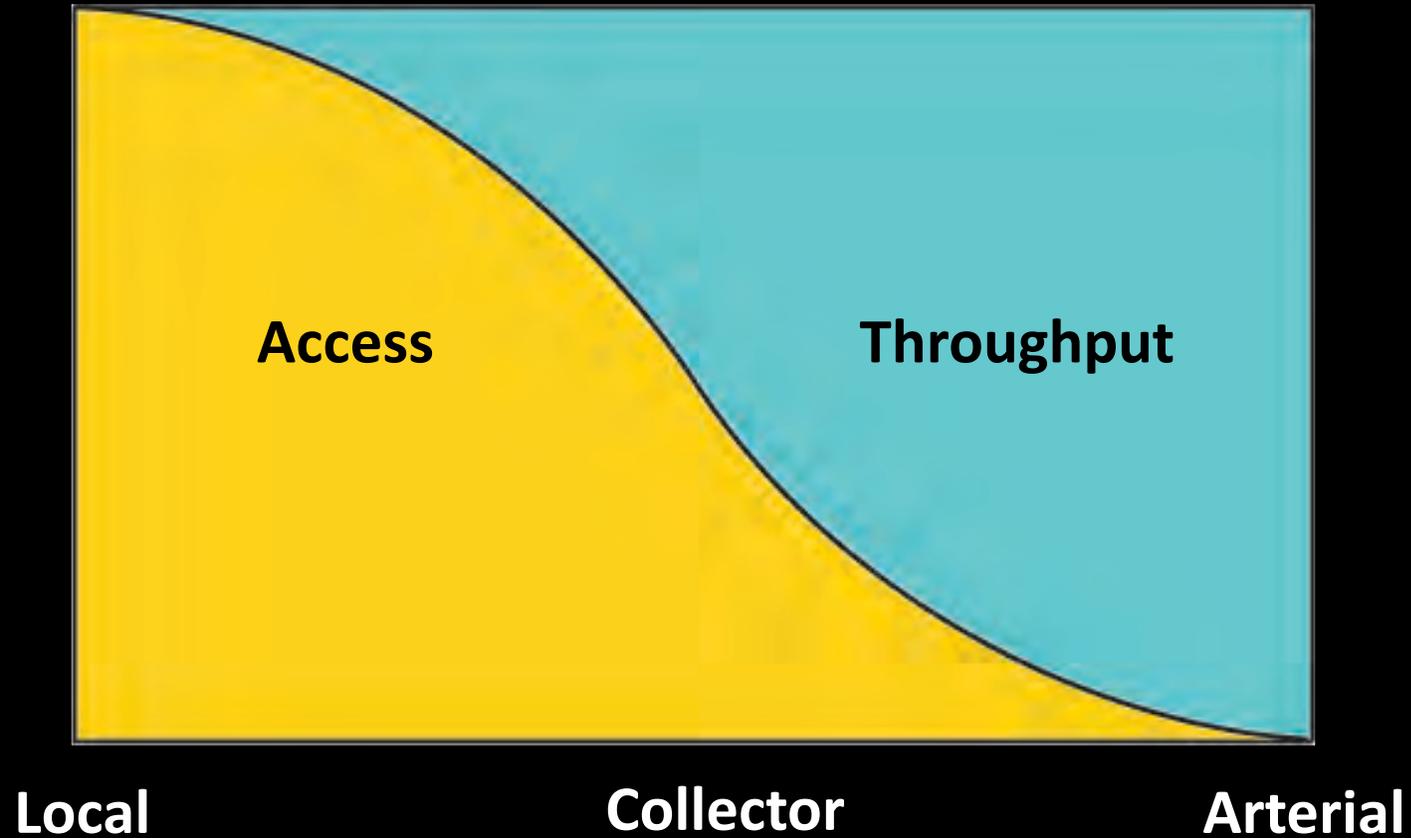
The purpose cities: to concentrate and arrange the components for civic life within a *place* to foster efficient & effective exchange (i.e., social, economic, and cultural exchange)

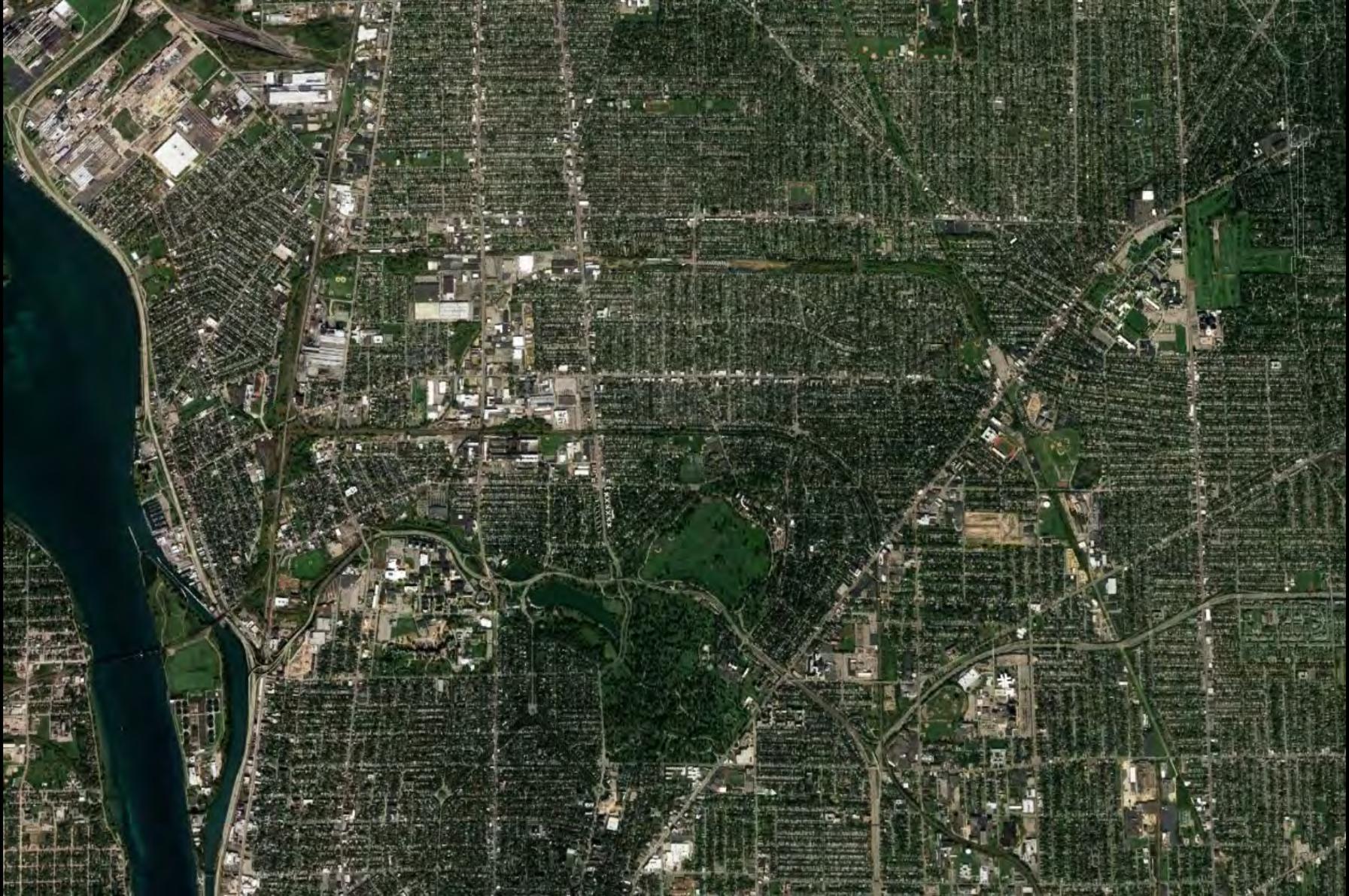
(e.g., exchange of labor, social contact, entertainment, services, justice, education, goods, ideas, accommodations,...)

# STREETS AS A PLACE OF EXCHANGE

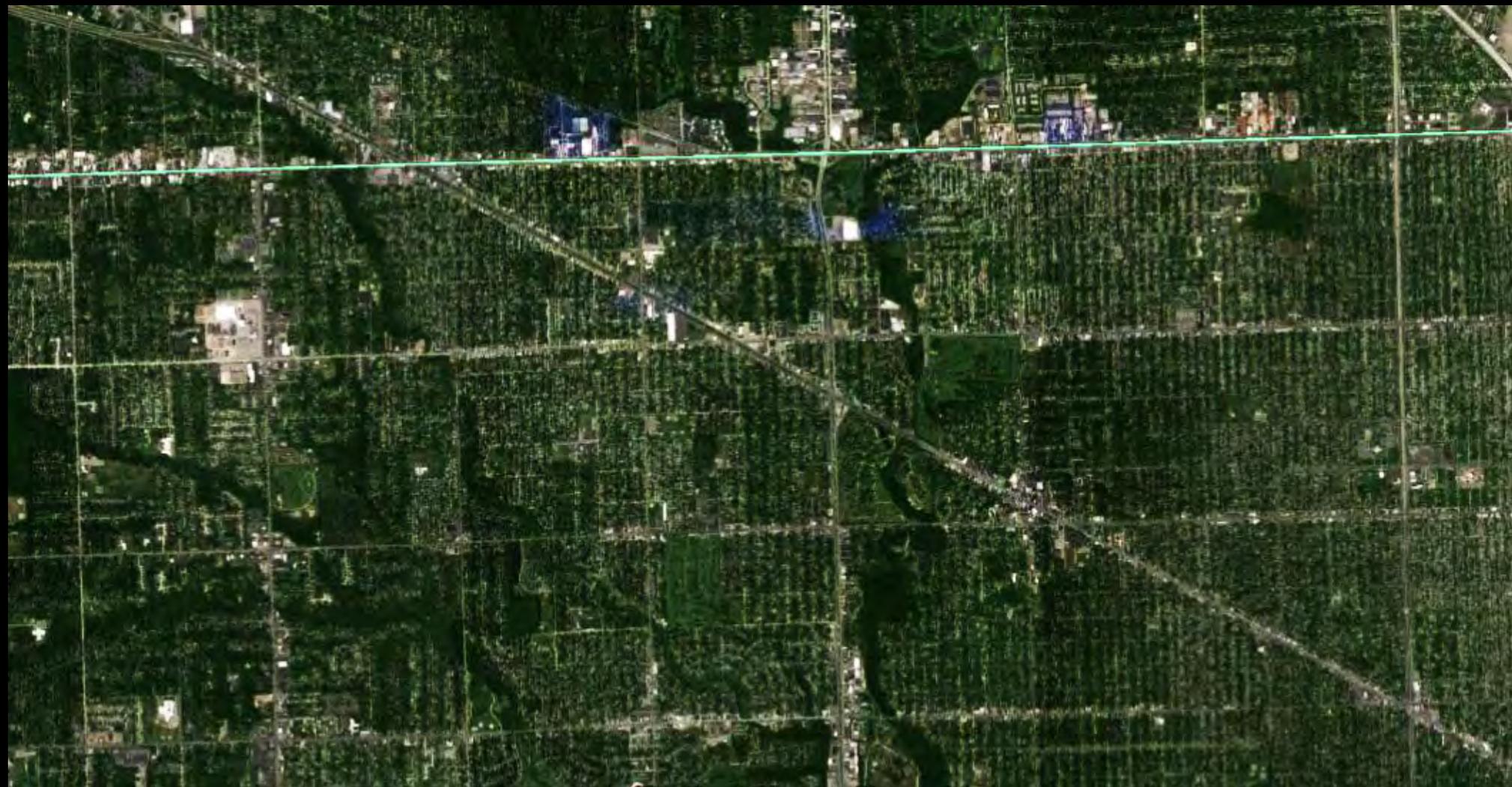


# Modern Conception of the Purpose of Streets

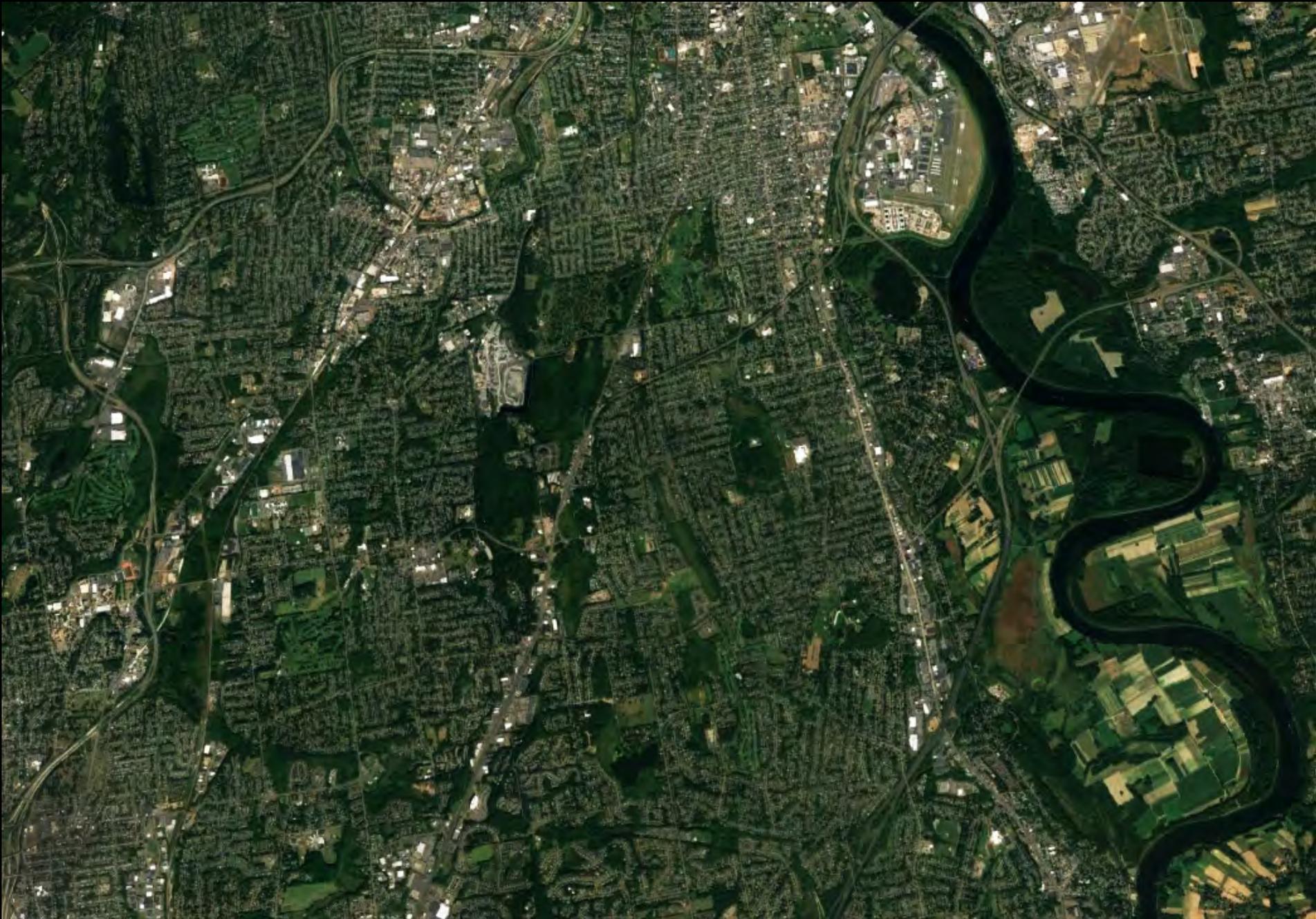




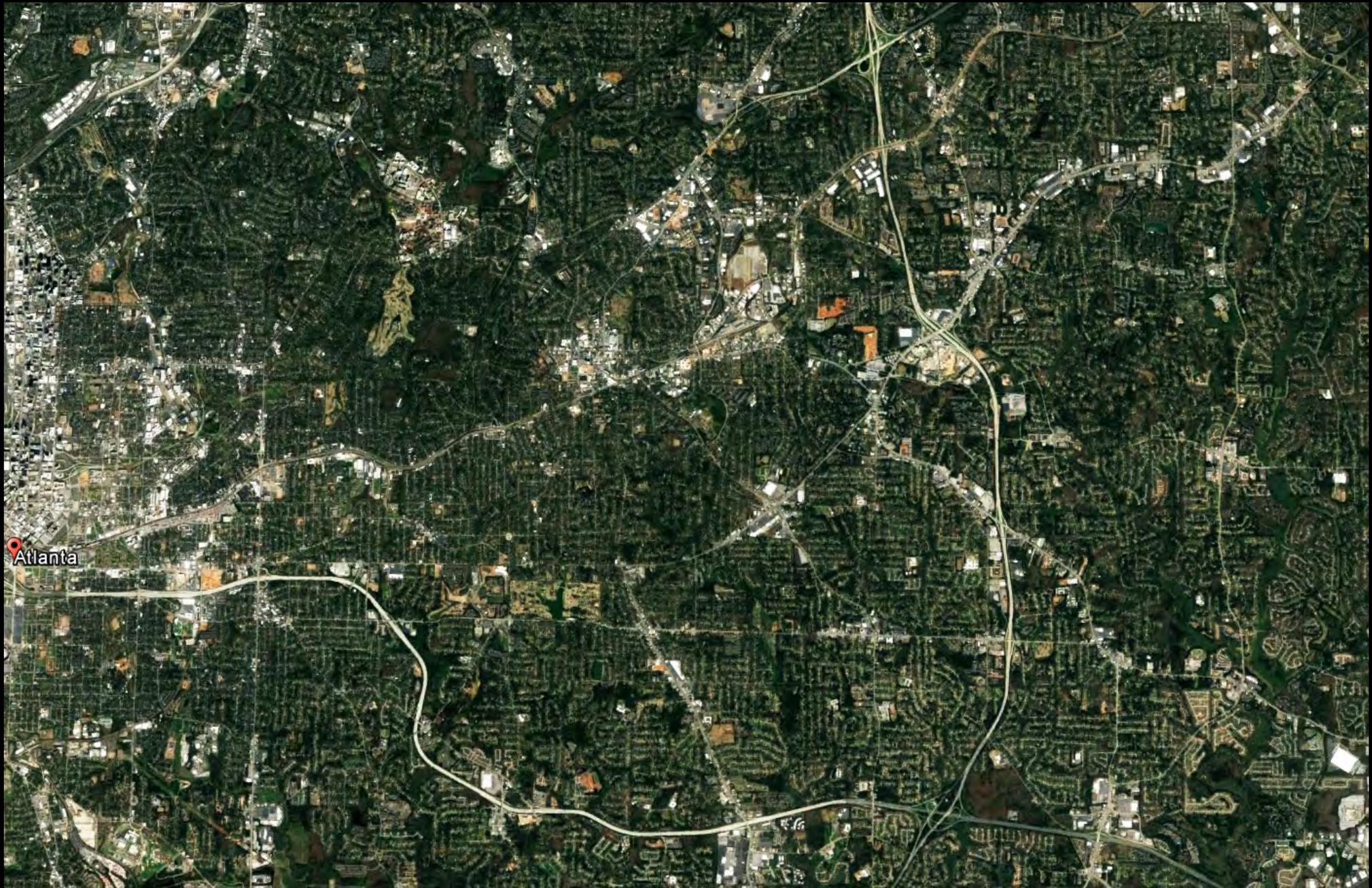
Buffalo



**Detroit**

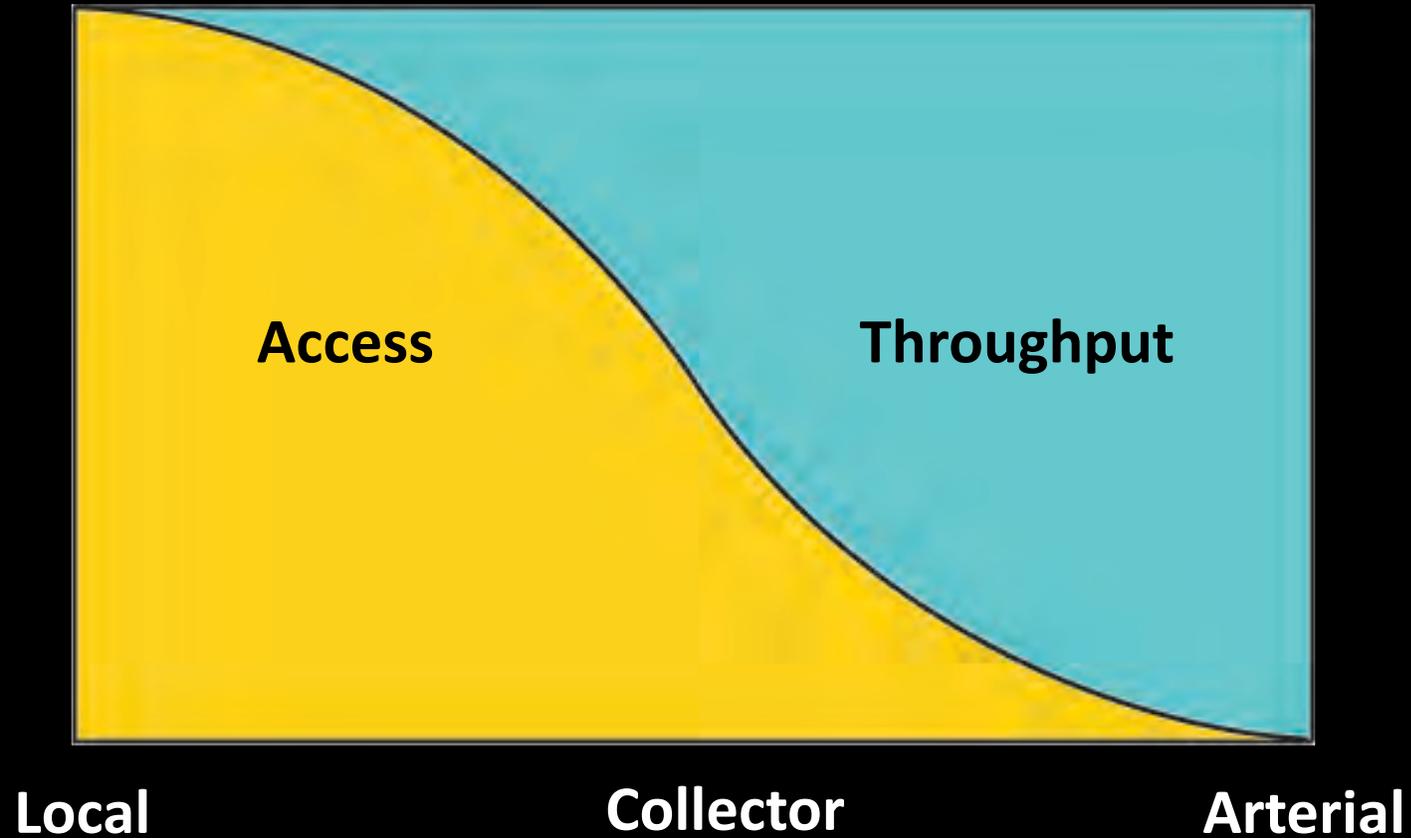


Hartford



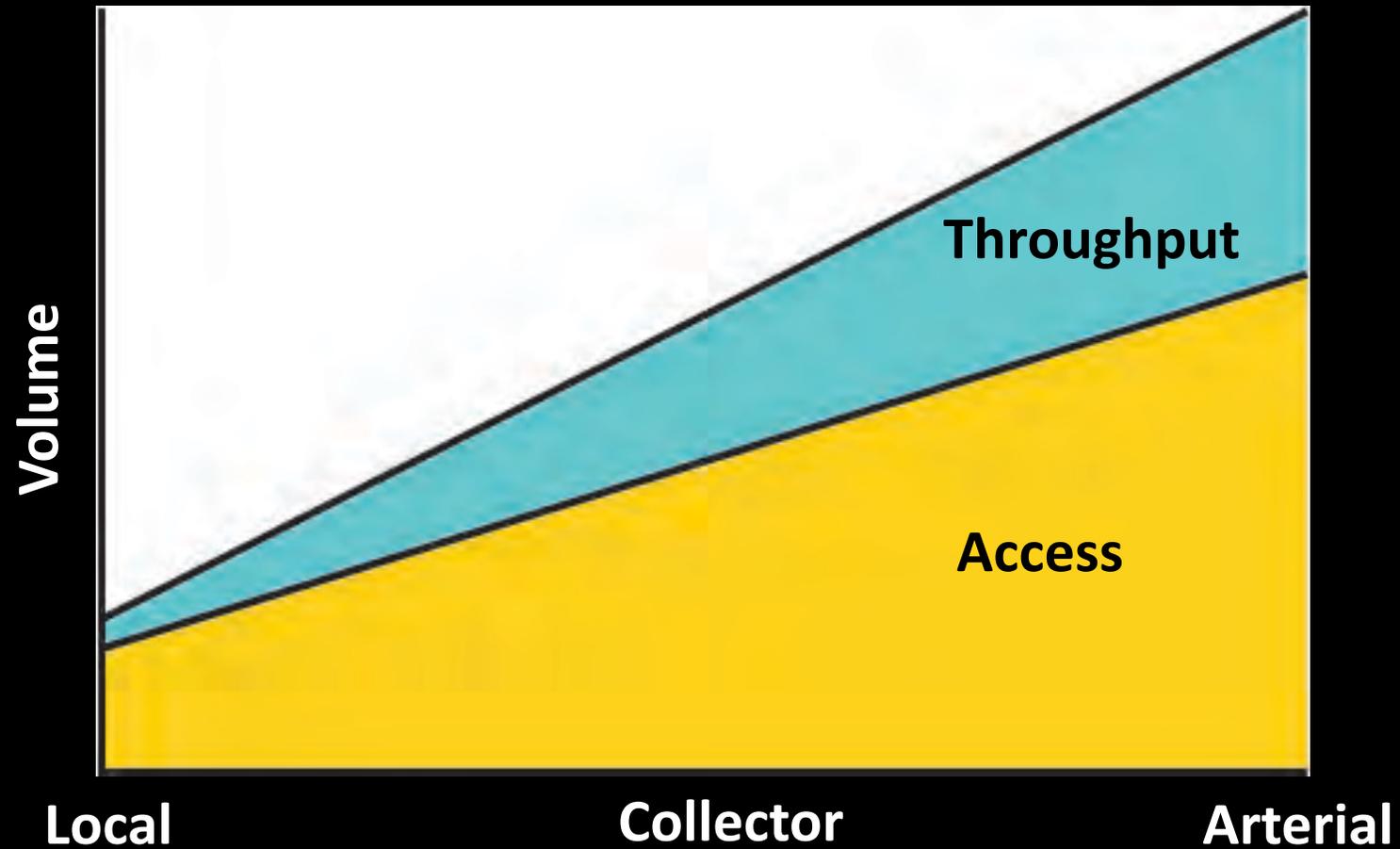
Atlanta

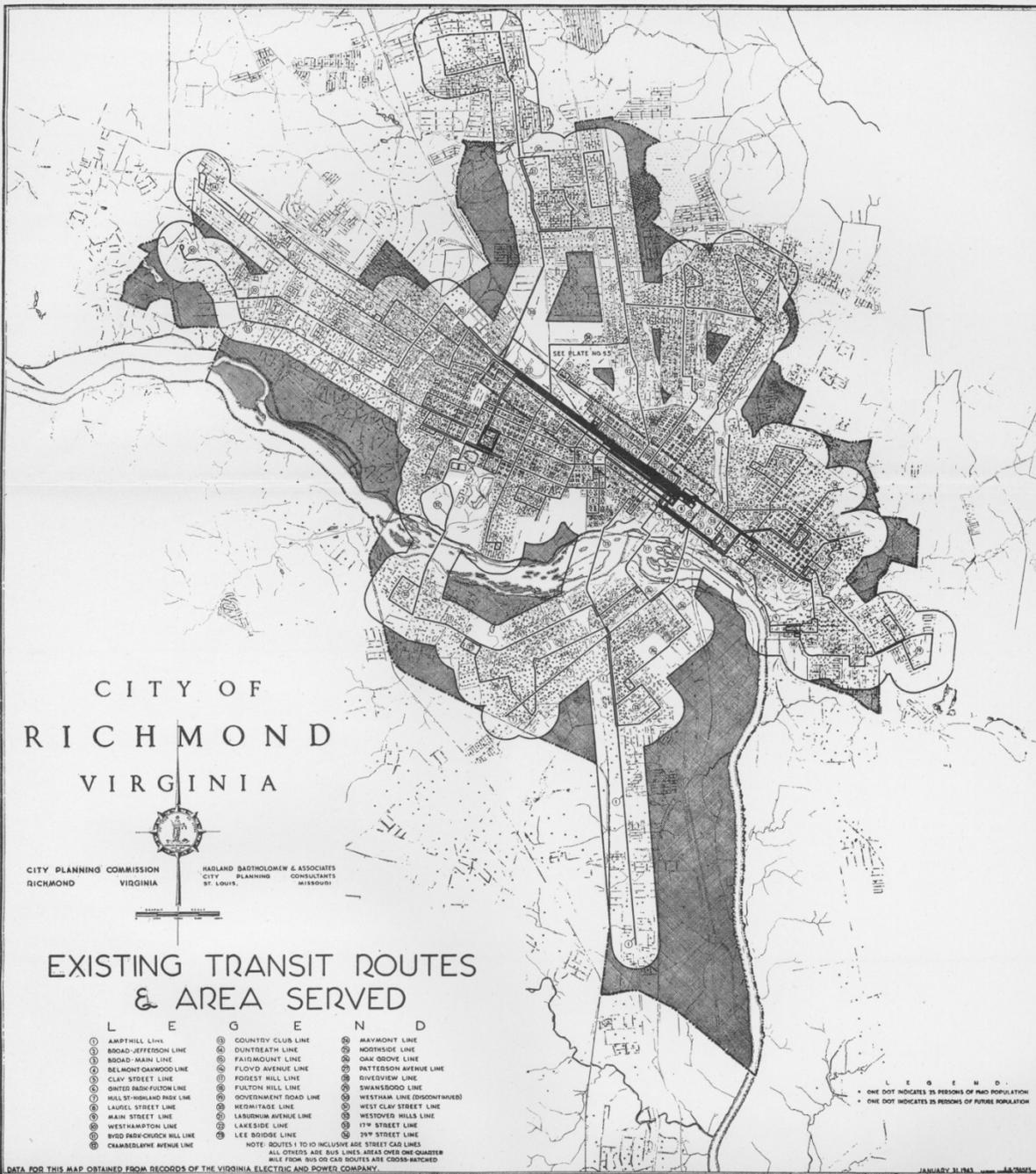
# Modern Conception of the Purpose of Streets





# Traditional Conception of Access & Throughput





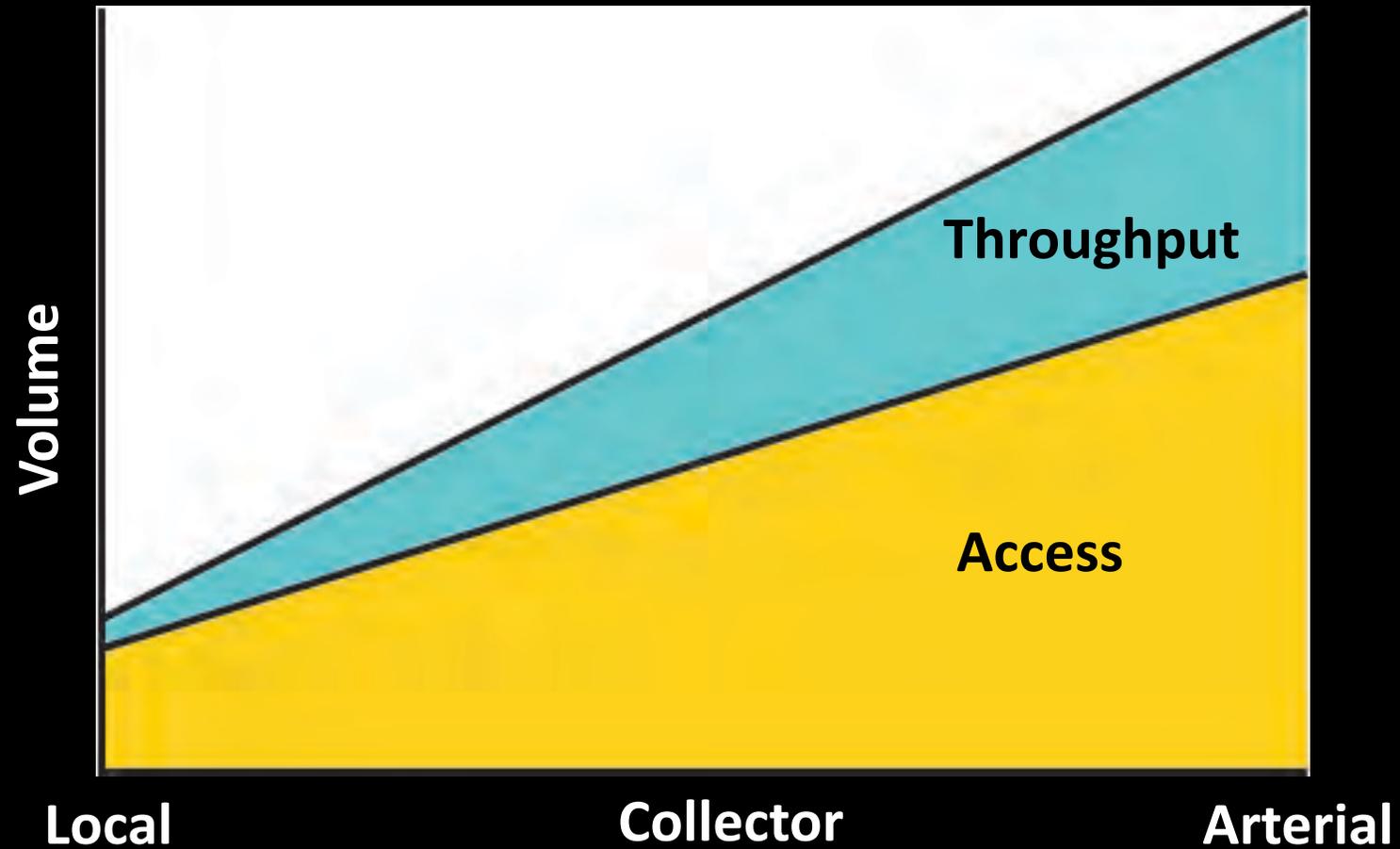
1943



1943



# Traditional Conception of Access & Throughput



Which street provides more mobility?



The **populations'** capabilities and strategies to move in order to access what they need to live within the city.

**people who have disabilities, have different income levels, and/or are young, elderly, millennials, pedestrians, cyclists, transit users, students...**



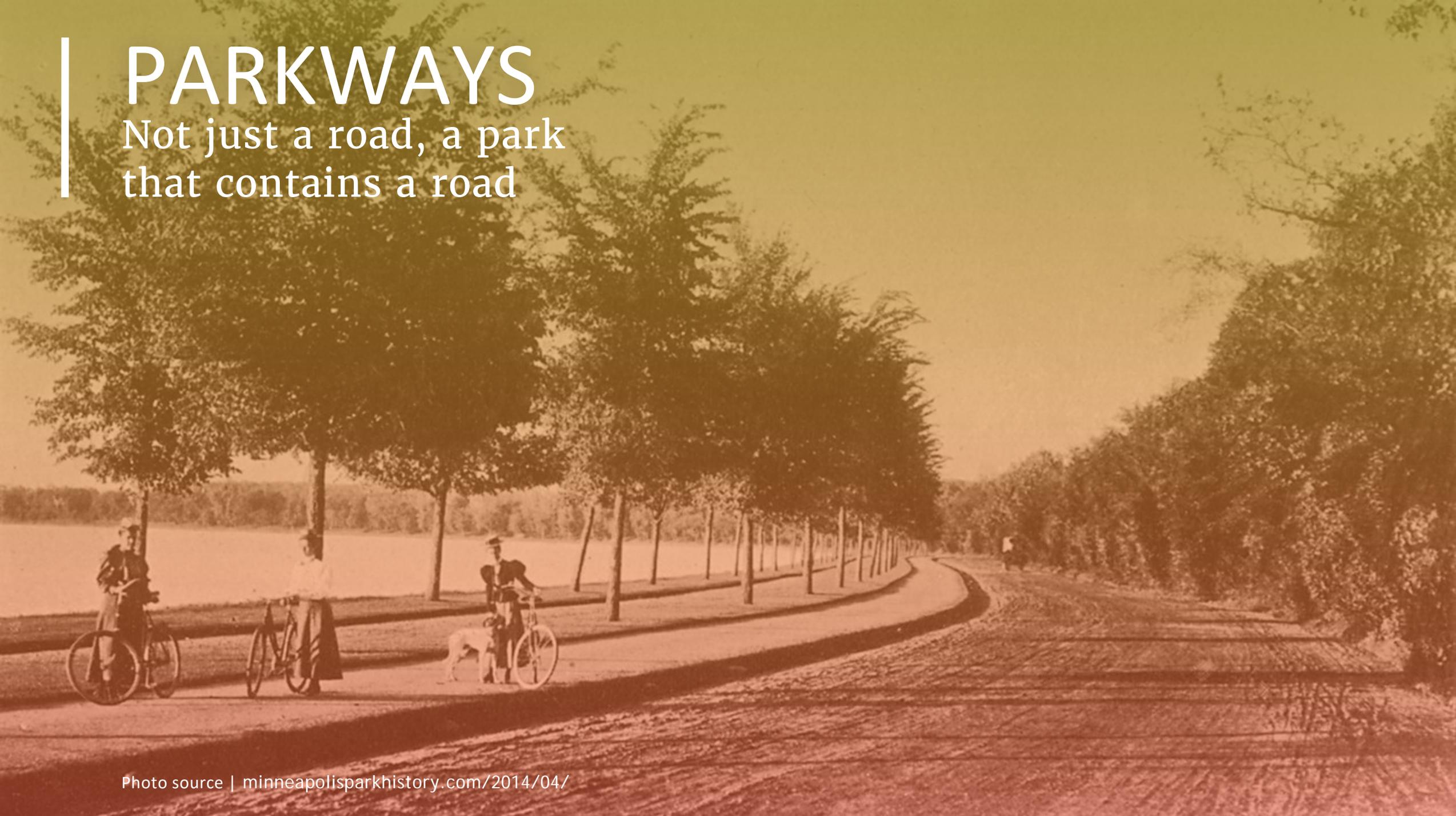
Which street is a better place?

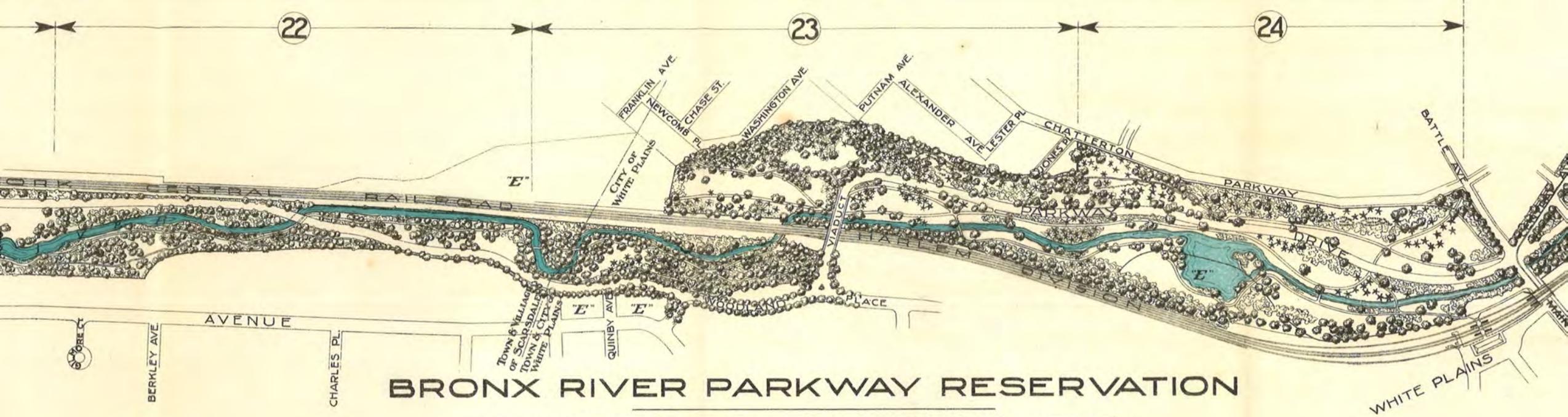
What happened to the original intent?  
(i.e., mobility and place)



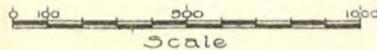
# PARKWAYS

Not just a road, a park  
that contains a road





**BRONX RIVER PARKWAY RESERVATION**  
**LANDSCAPE DEVELOPMENT**  
**SCARSDALE TO WHITE PLAINS**  
**BRONX PARKWAY COMMISSION**  
**NEW YORK**



⑥ indicate B.P.C. numbers.  
 Division of which has not Board of Estimate and City of New York.

*Hermann Merz*  
 Consulting Landscape Architect & Forester.  
*Ray Coomer*  
 Engineer & Secretary.

**1918**

Approved *Madison Grant*  
*William W. Niles*  
*F. H. Bethell*  
 Commissioners.

**Bronx River Parkway**

# MORE THAN A MOTORWAY

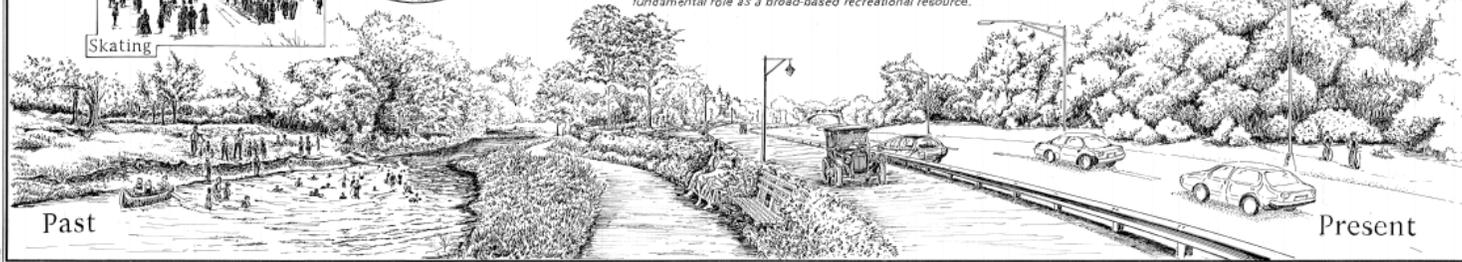


The Bronx River Parkway has always been more than a motorway. In the eyes of its original creators, the parkway's primary purpose was to transform a polluted river valley into an attractive linear park full of recreational opportunities and attractive scenery. The Bronx Parkway Commission developed a variety of recreational facilities aimed at appealing to a wide range of tastes and social preferences.

Many of these activities centered around the Bronx River, which also provided the primary source of scenic inspiration. The commission developed a number of swimming pools along the river and encouraged canoeing, skating, and related activities. Ball fields were created in newly cleared areas to offer mass recreation and spectator sports. Tennis courts catered to a more elite audience. Holiday events were also held in the parkway's open areas and the Boy Scouts were allowed to build a rustic cabin to support their mission. A varied array of bridle trails, footpaths, and picnic areas afforded opportunities for quieter and more solitary or family-oriented leisure pursuits.

The Bronx River Parkway continues to serve as a vital recreational resource. Local residents and visitors enjoy a similarly diverse range of activities today, though the mixture of sports has changed over time. Horseback riding may not be as popular and the Bronx River no longer serves as a primary location for swimming or canoeing, but other activities have appeared or grown in popularity. Bicycling is more popular than ever; in-line skating has gained many adherents, and jogging and other forms of active outdoor recreation are on the rise. Strolling, picnicking, bird watching, and the leisurely enjoyment of nature continue to draw eager enthusiasts to the parkway's scenic splendor.

In 1974 The Westchester County Department of Parks, Recreation and Conservation began a policy of closing portions of the main parkway drive to automobiles on selected Sundays. The happy crowds of bicyclists, skaters, and walkers enjoying the smooth winding pavement underscore the parkway's fundamental role as a broad-based recreational resource.



Past

Present

ILLUSTRATED BY: Karoline Buczek, 2007  
 UNIVERSITY OF WESTCHESTER, WESTCHESTER, PENNSYLVANIA  
 WHITE PLAINS VICINITY  
 IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING  
 BRONX RIVER PARKWAY RESERVATION  
 THE BRONX TO RENSSAELER  
 WESTCHESTER COUNTY  
 NEW YORK 9 "22  
 SHEET  
 HISTORIC AMERICAN  
 ENGINEERING RECORD  
 NY-327

## Bronx River Parkway

More than a motorway. The parkway's primary purpose was to transform a polluted river valley into an attractive linear park full of recreational opportunities and attractive scenery.

# MORE THAN A MOTORWAY

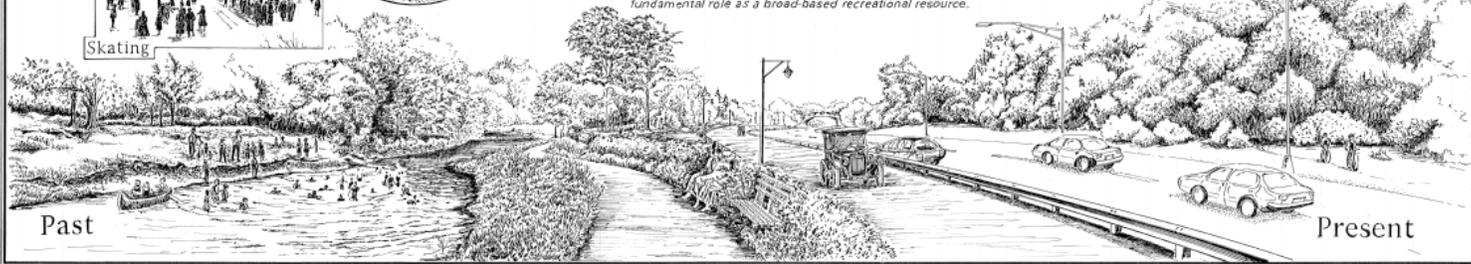
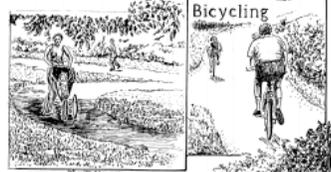
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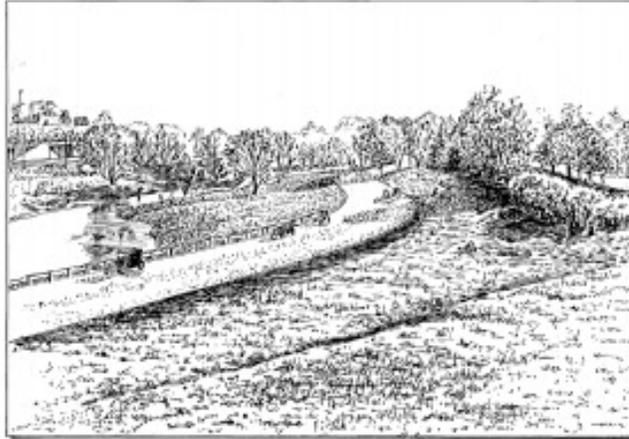
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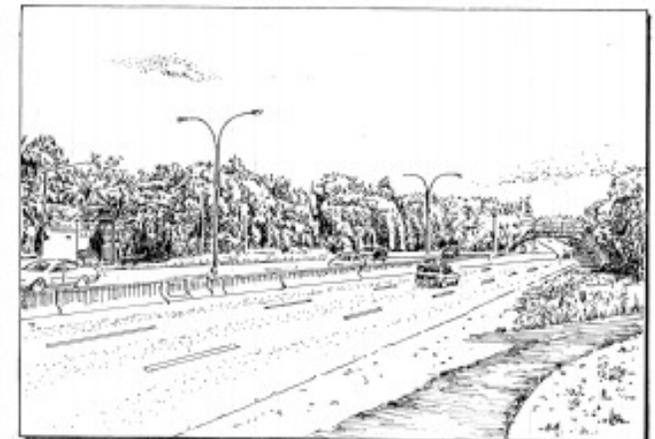
## Bronx River Parkway

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More than a motorway. The parkway's primary purpose was to transform a polluted river valley into an attractive linear park full of recreational opportunities and attractive scenery.



*The cheap, flood-prone land along the lower Bronx River valley had developed into a mixture of loosely regulated commercial and industrial enterprises, tenements, and small homes served by a confusing array of local streets. Parkway construction transformed this haphazard urban sprawl into a comprehensively designed linear park. The free-flowing parkway drive wound in graceful S-curves through a broad expanse of greenery, providing an attractive and restful experience for commuters and recreational drivers. The roadway was significantly changed in the 1950s-60s to accommodate increasingly heavy traffic. New lanes were added and portions of the roadway were significantly straightened, making it more efficient but less park-like.*



## Bronx River Parkway

The roadway was significantly changed in the 1950s-60s to accommodate increasingly heavy traffic. New lanes were added and portions of the roadway were significantly straightened.



## Bronx River “Parkway”

---

The term “parkway” was co-opted: A parkway is a broad landscaped highway (Merriam-Webster).



What happened to the original intent?

### Bronx River “Parkway”

The term “parkway” was co-opted: A parkway is a broad landscaped highway (Merriam-Webster).

# HIGHWAYS

A road originally intended to link but not intrude into cities





## Interstate highway system

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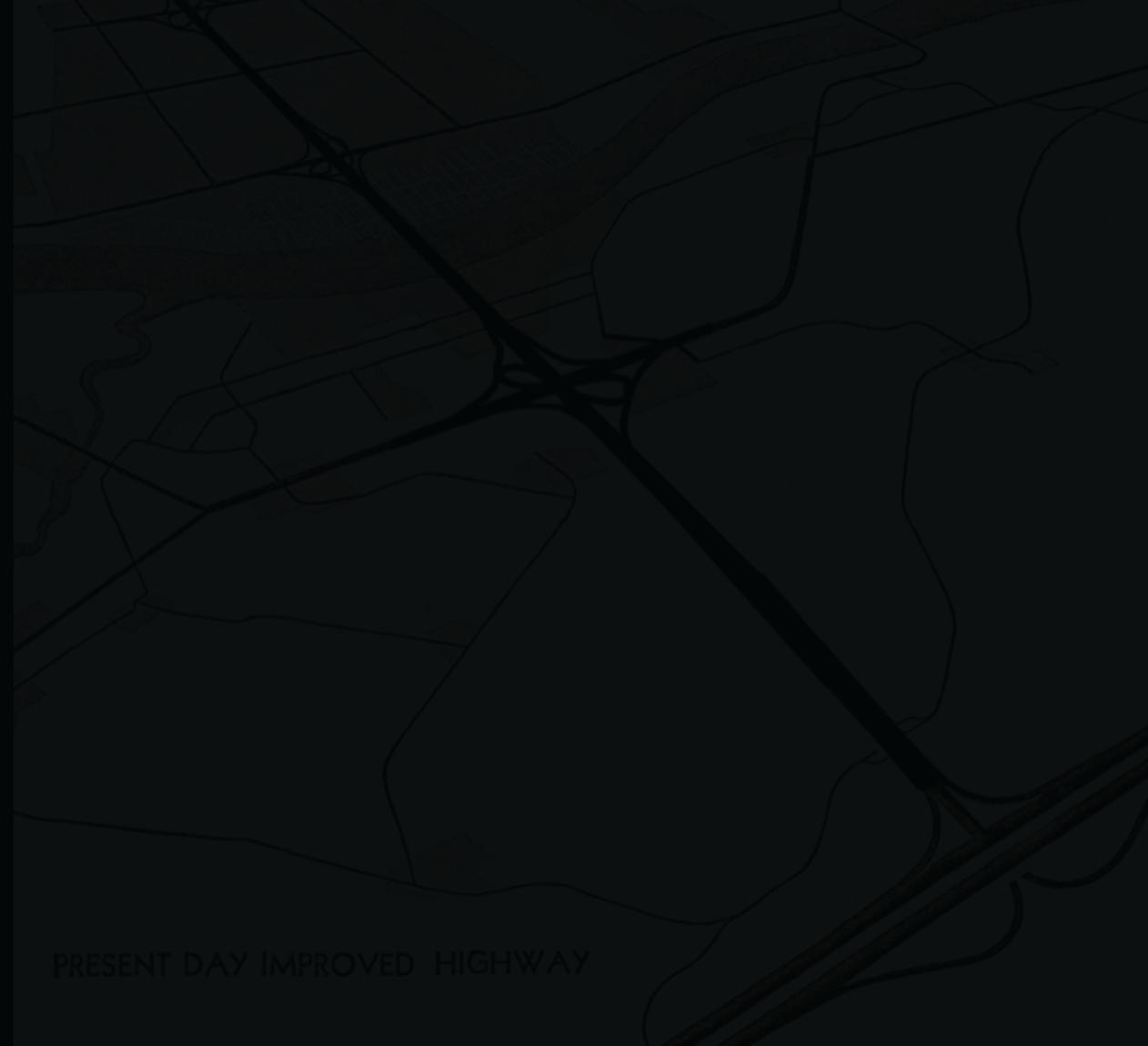
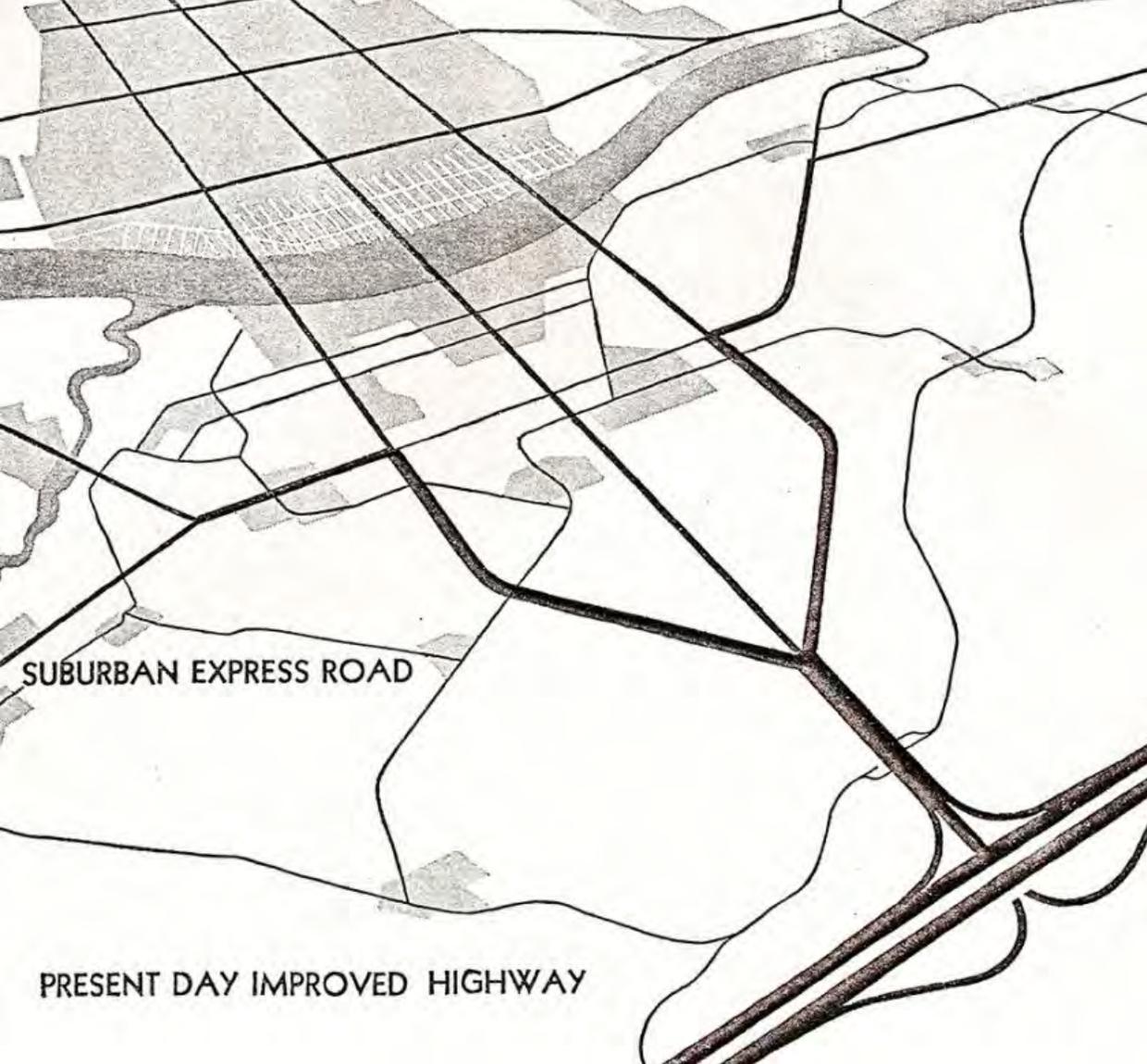
We built 26 thousand miles of highways in 15 years.



CIRCUMFERENCE  
24,901 MILES

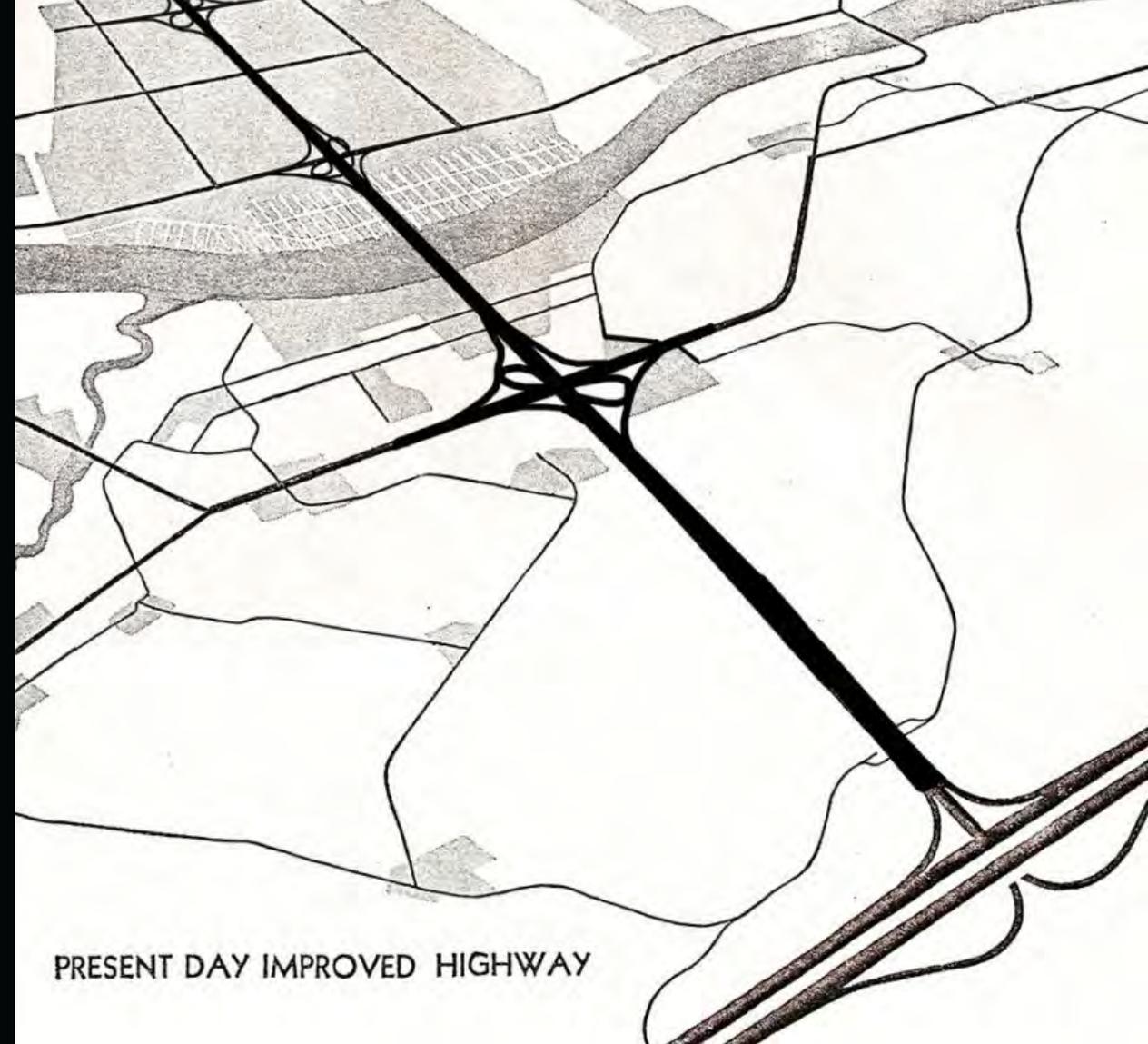
## Interstate highway system

We built 26 thousand miles of highways in 15 years. Circumference of the Earth + 2901 miles.



## Highways as intended

It is an important system to be sure.



## Highways as implemented

It is an important system to be sure. But implementation deviated from its initial intent.



WHAT DOES THAT LOOK LIKE  
TO THE NEIGHBORHOOD?



## What happened?

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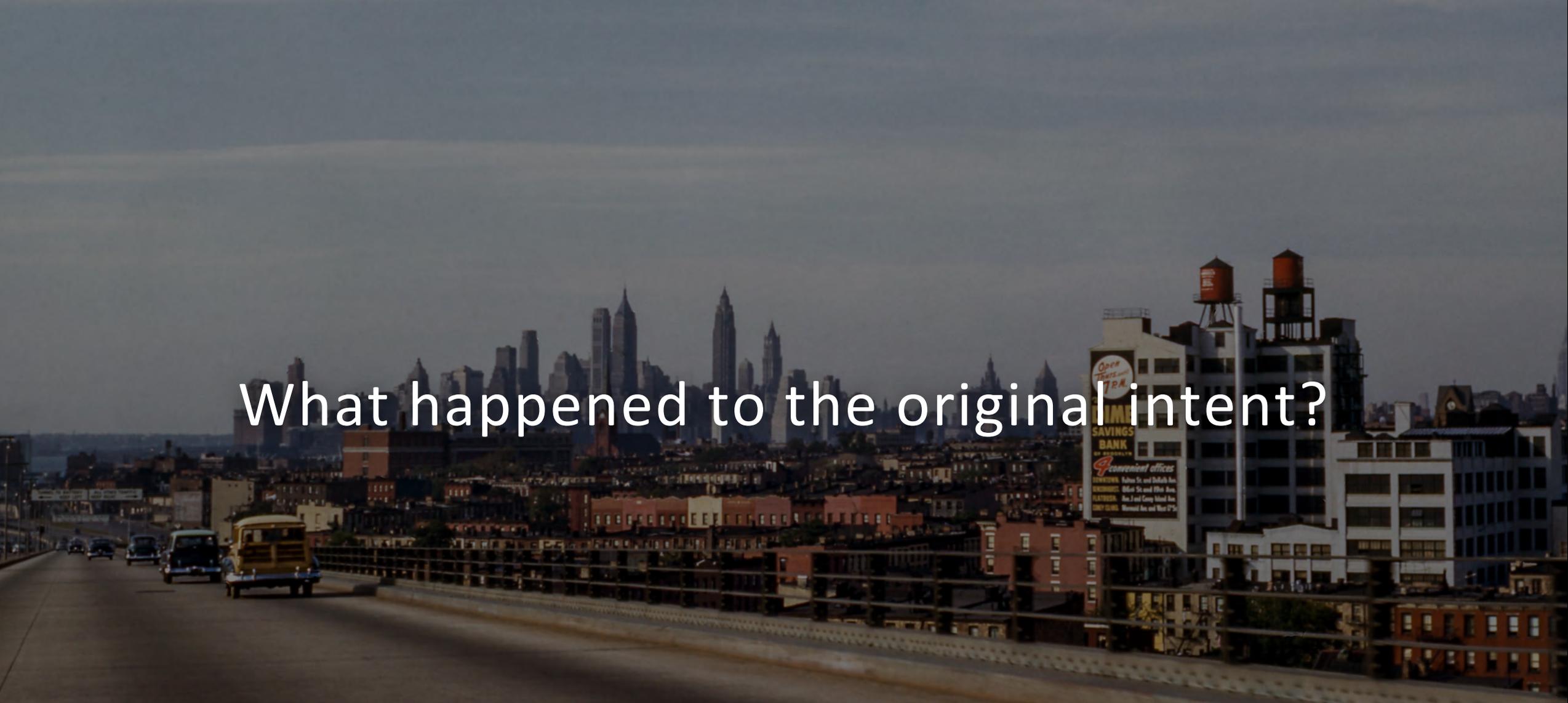
President Eisenhower went on to say that the matter of running Interstate routes through the congested parts of the cities was entirely against his original concept and wishes.

Source: Memorandum of a 1960 meeting in the Oval Office.



Interstate highway system

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What happened to the original intent?

Interstate highway system

# IT'S TIME TO RETHINK TRANSPORTATION FOR THE 21<sup>ST</sup> CENTURY



# Mobility (in the past)

The movement of people & goods.

Assumption: faster, farther, and in greater numbers means progress for society.

# Mobility (now and in the future)

The **populations'** capabilities and strategies to move in order to access what they need to live within the city.

**Many Populations:** people who have disabilities, have different income levels, and/or are young, elderly, millennials, pedestrians, cyclists, transit users, students...

# Mobility (now and in the future)

The populations' capabilities and strategies **to move in order to access** what they need to live within the city.

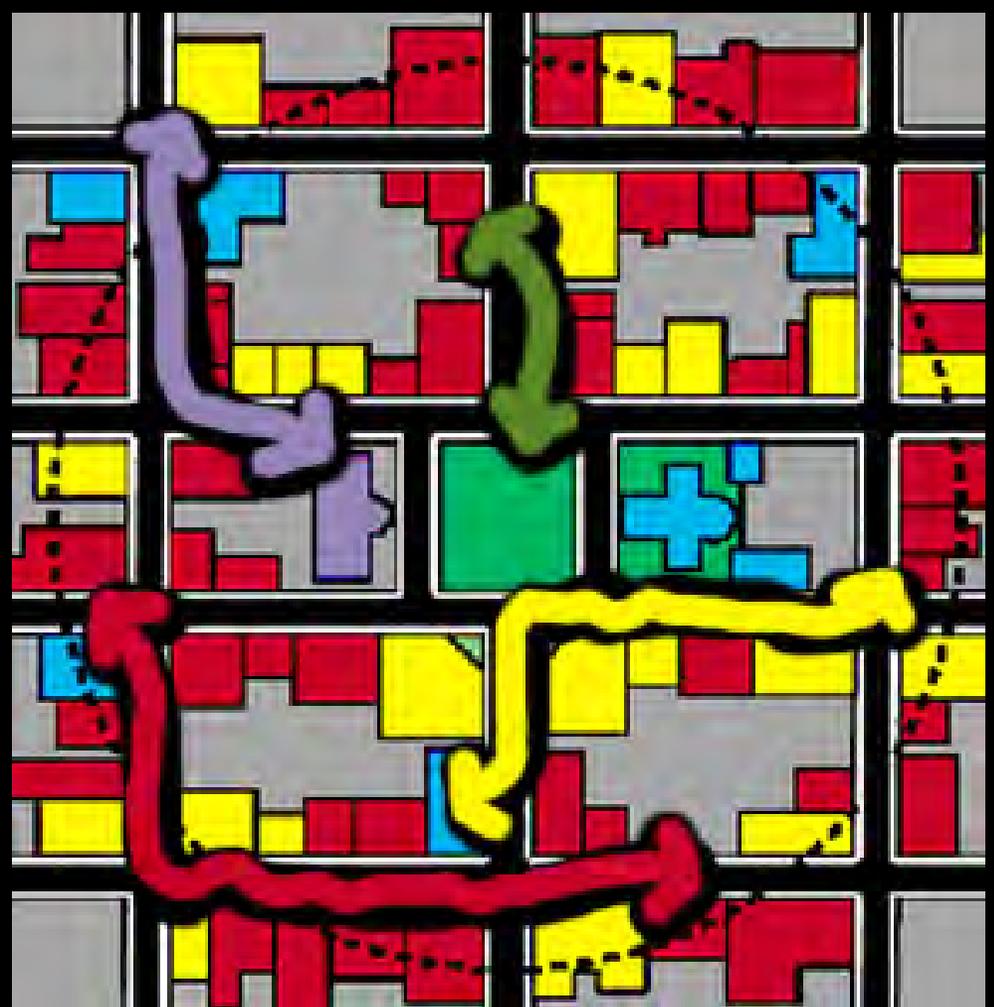
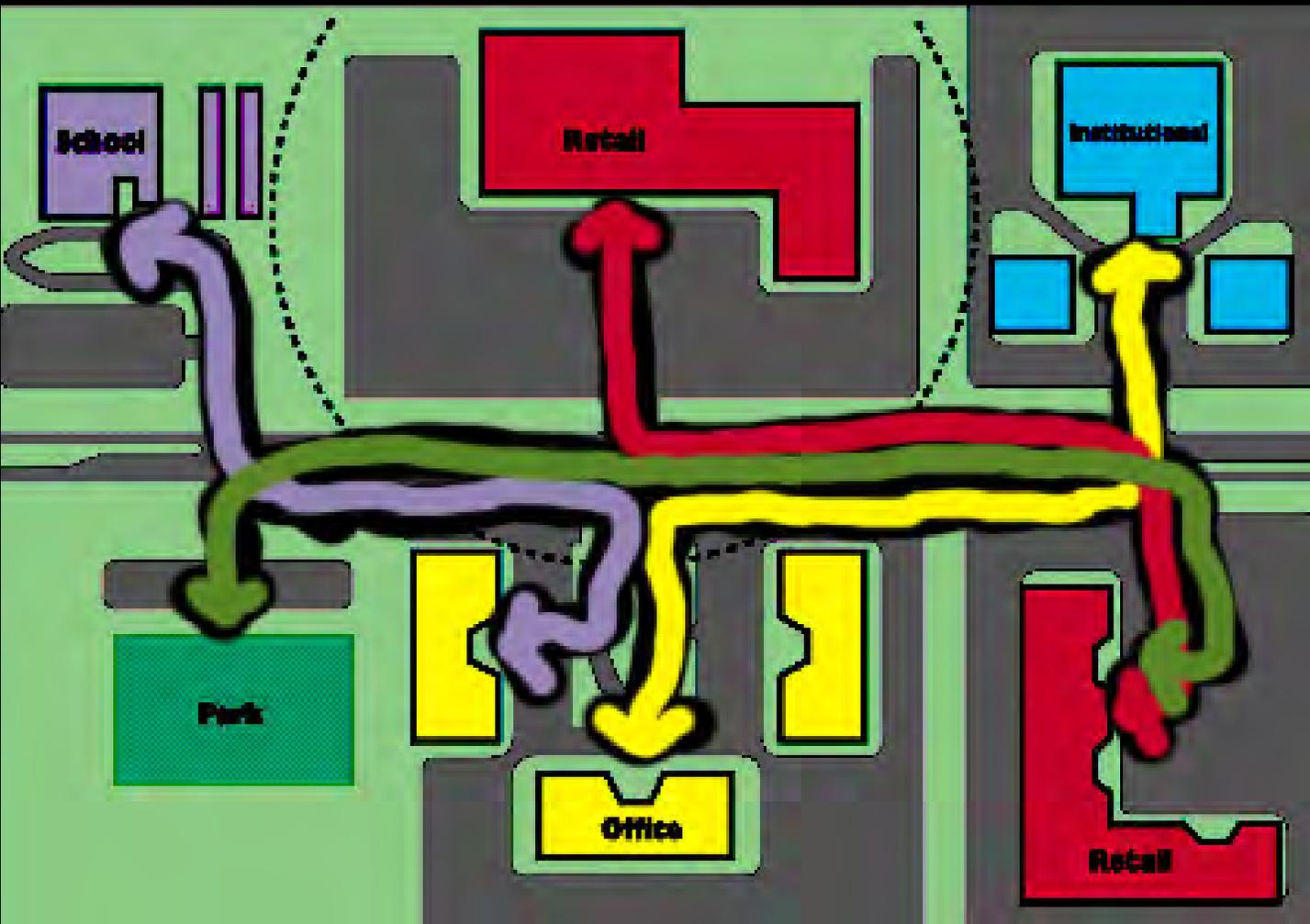
The movement is purposeful:

<u>Trip Type</u>	<u>%</u>
work	18.0
work-related	2.6
shopping	20.2
doctor/dentist	1.5
family/personal	24.2
church/school	8.8
social/recreational	24.5
other	0.2

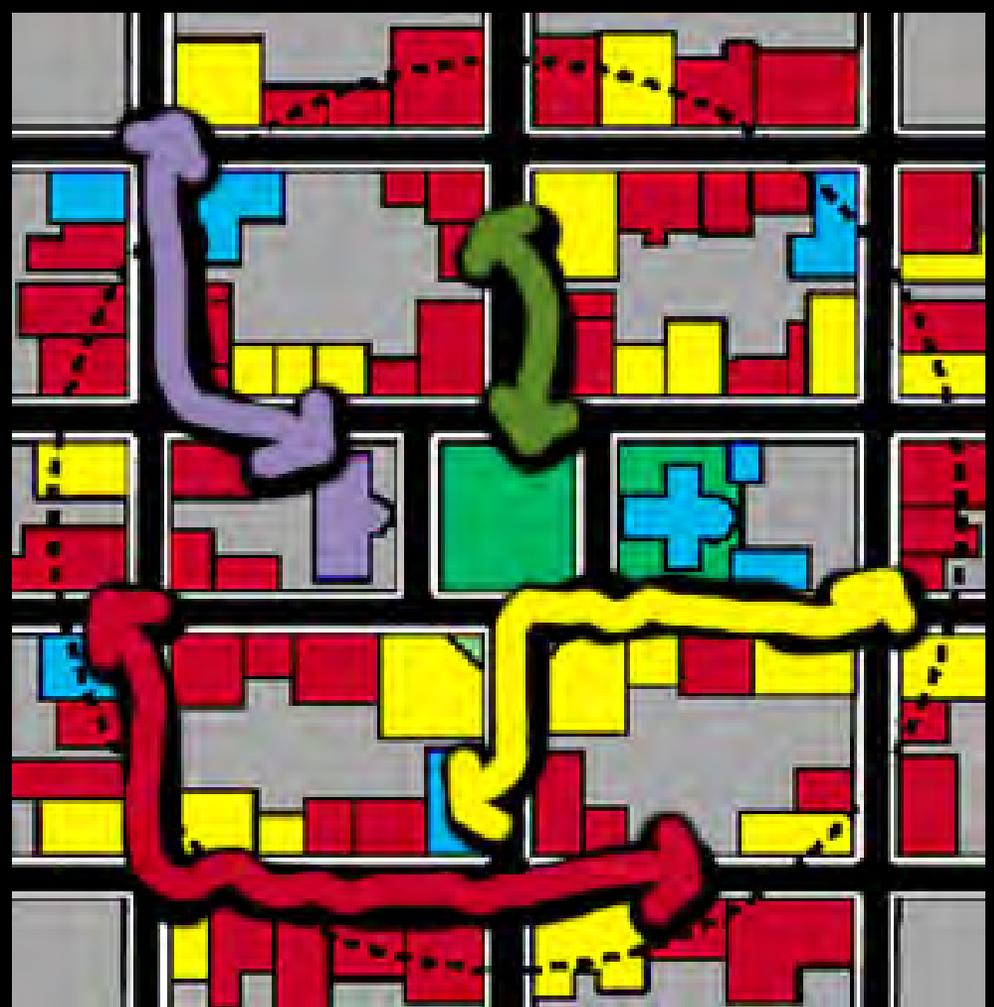
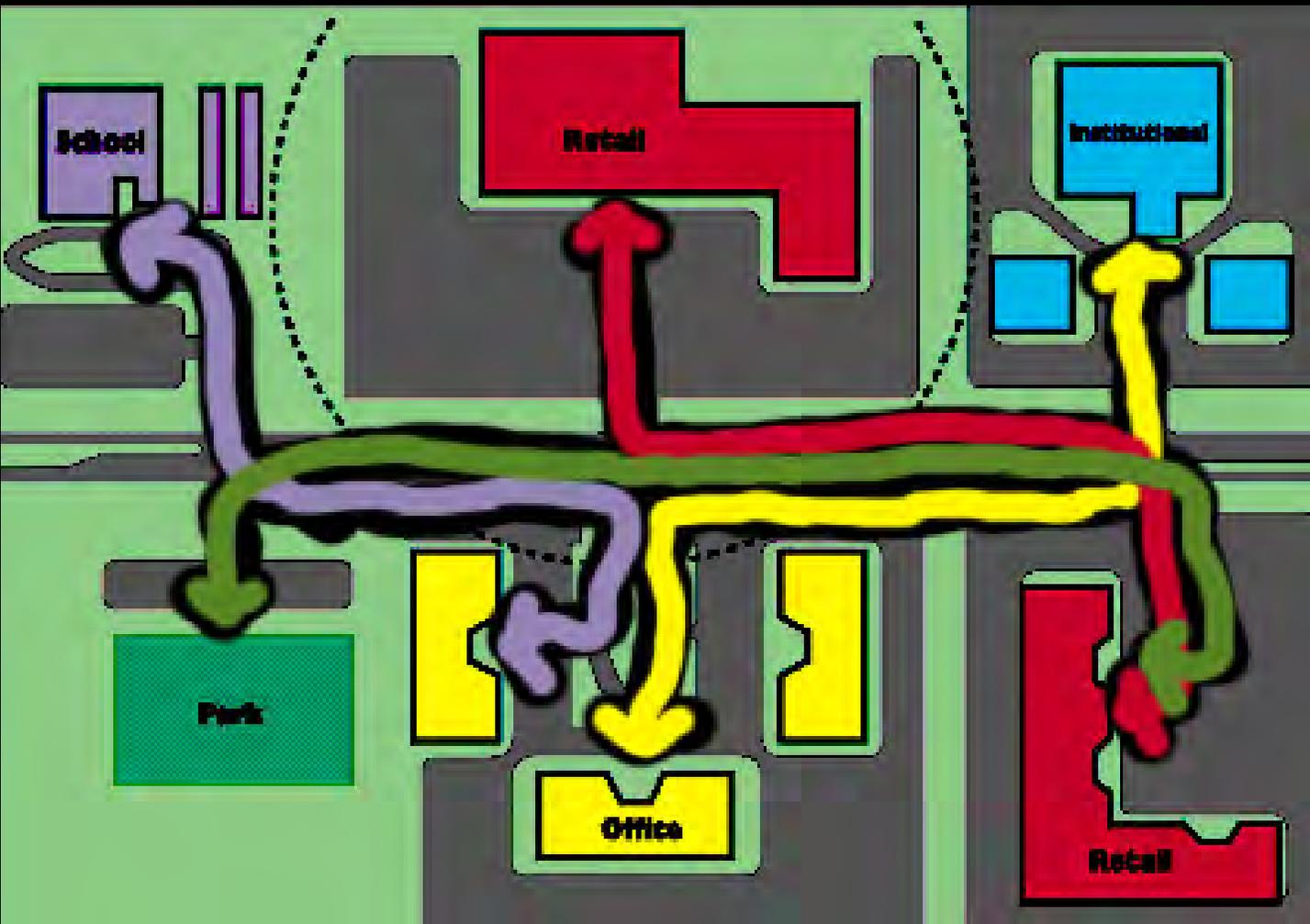


Hello? Mixed land use and density reduce my average weekend trip length by about 85%

Lockwood



Which street network and land use pattern provides more mobility?



Which street network and land use pattern provides more mobility?  
Which streets have the highest potential to be nice places?



## Vision

A consensus on what the *place* ought to be like in the future.

(Place: village, town, city, district, downtown, park, countryside, main street, boulevard, parkway...)

## **Somerville, MA:**

“To become an exceptional *place* to live, work, play, and raise a family.”

## **Energy Corridor, Houston TX:**

“To become internationally recognized as a high-quality *place* in which to work, live, and invest.”

## Downtown Knoxville, TN:

“...will be the economic and cultural heart of the region, a vibrant, walkable *place* where people congregate to live, work, shop and play.”

## Charlottesville, NC:

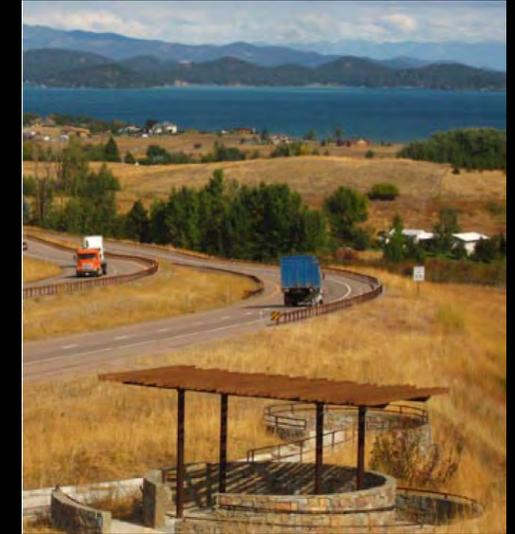
“A great *place* to live for all of our citizens.”

# PATH AS PLACE

Balancing getting somewhere  
with being somewhere.

# PATH AS PLACE

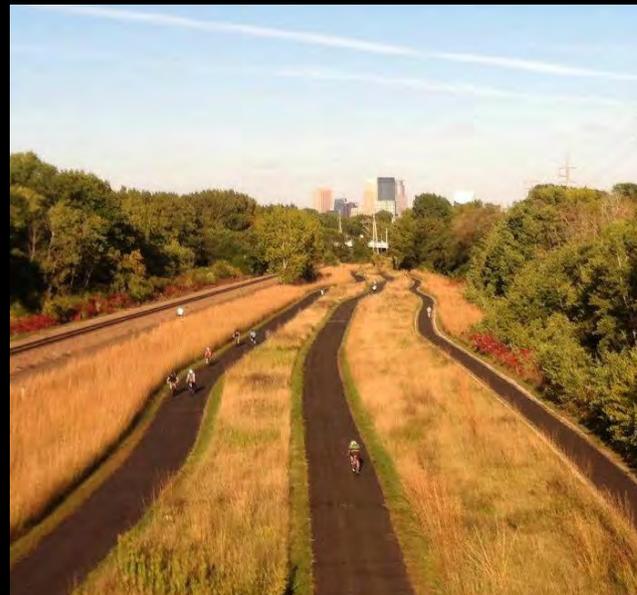
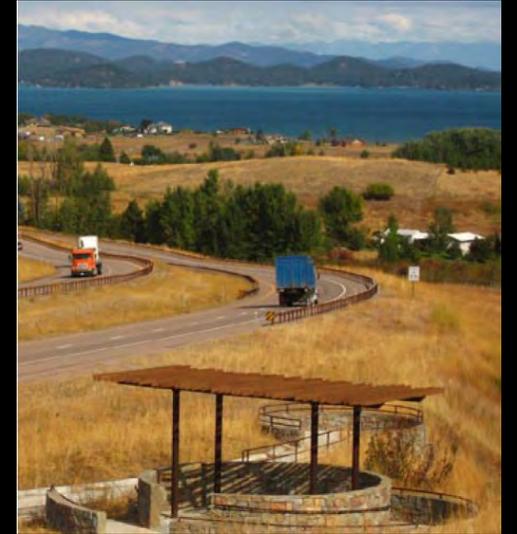
**Path:** a road, street, way, trail, track, highway, route...essentially linear features



# PATH AS PLACE

**Path:** a road, street, way, trail, track, highway, route...essentially linear features

**as:** through design and composition is all of or part of

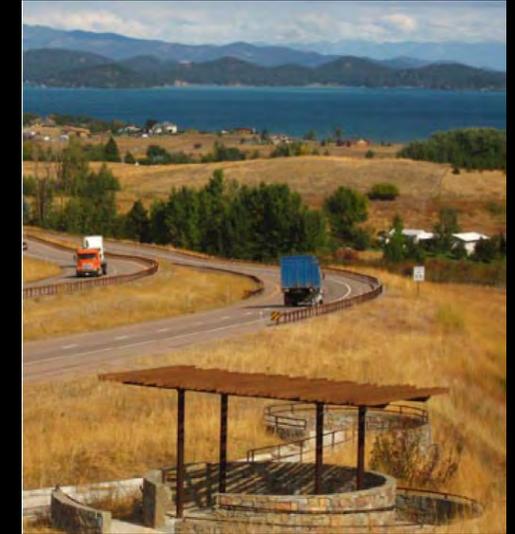


# PATH AS PLACE

**Path:** a road, street, way, trail, track, highway, route...essentially linear features

**as:** through design and composition is all of or part of

**Place:** a defined area, location, or space within the built and/or natural environments.



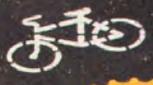








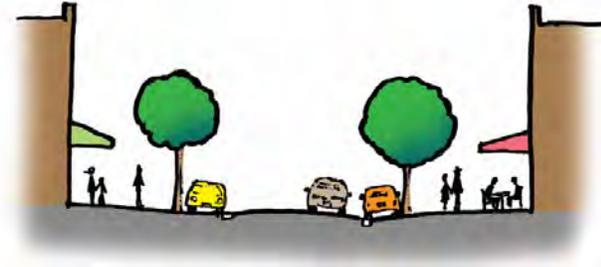
SIGNAL



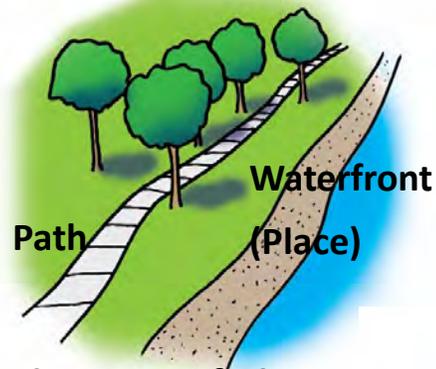
# PATH AS PLACE

Our experience of path and place is inextricably linked.

Main Street  
(Place & Place)



Path = Place



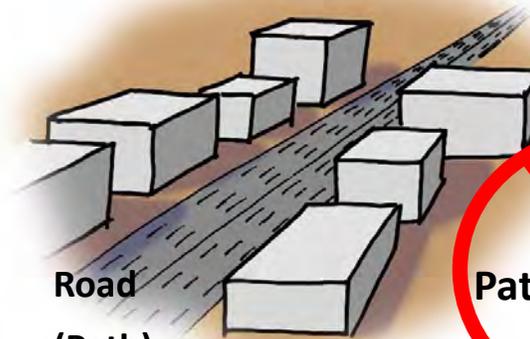
Path = Part of Place

Parkway  
(Path)



Path = Part of Place

Road  
(Path)



Path > Place

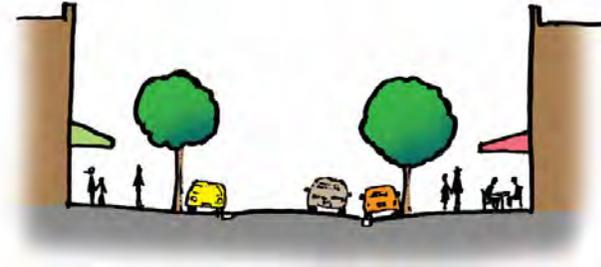


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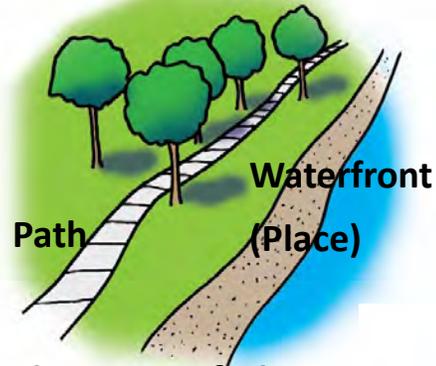
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Sometimes the path and the place are the same (e.g., a Main Street).

Main Street  
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Path = Place



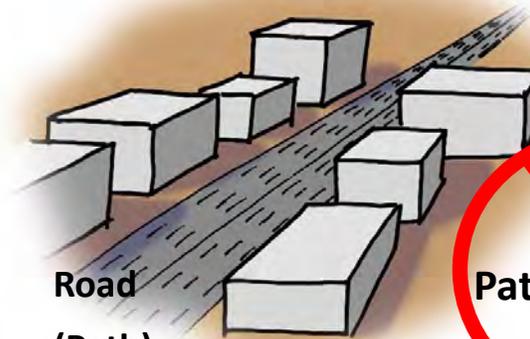
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Parkway  
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Road  
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Path > Place



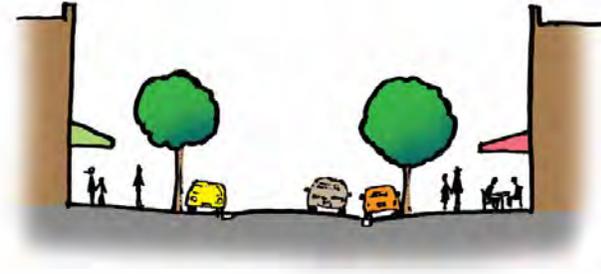
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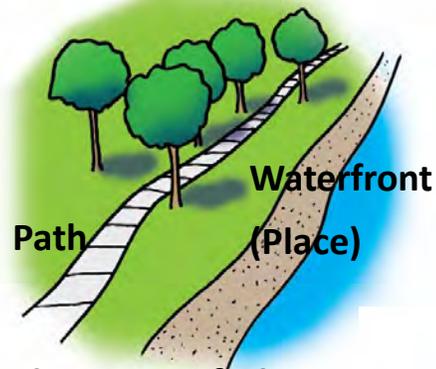
Sometimes the path and the place are the same (e.g., a Main Street).

Sometimes a path contributes to and supports its place (e.g., a street in a downtown, a parkway in park).

Main Street  
(Place & Place)



Path = Place



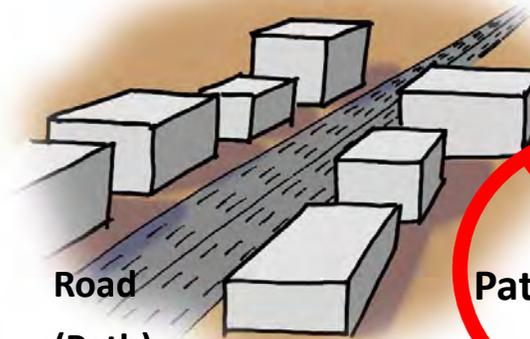
Path = Part of Place

Parkway  
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Path = Part of Place

Road  
(Path)



Path > Place



# PATH AS PLACE

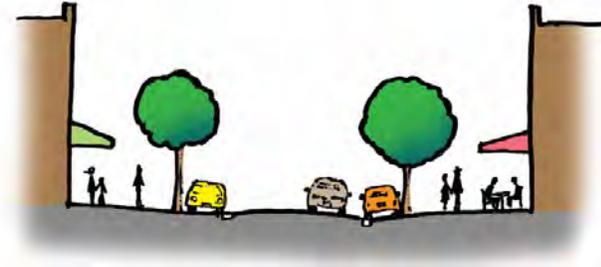
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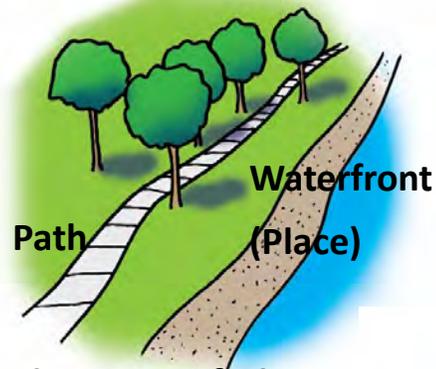
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A path can be equal to but is never more important than its place.

Main Street  
(Place & Place)



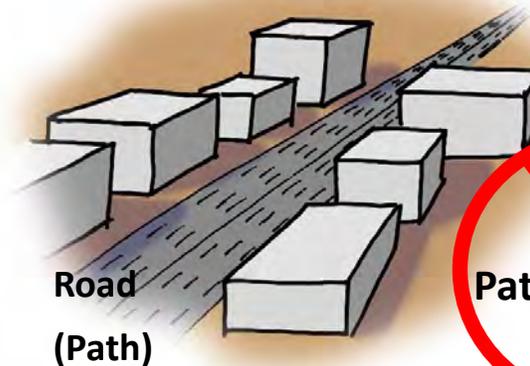
Path = Place



Path = Part of Place



Path = Part of Place



Road  
(Path)



Path > Place

# Path as Place

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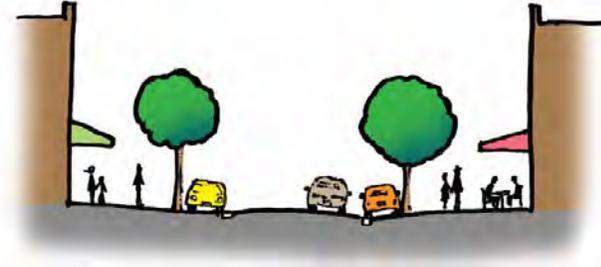
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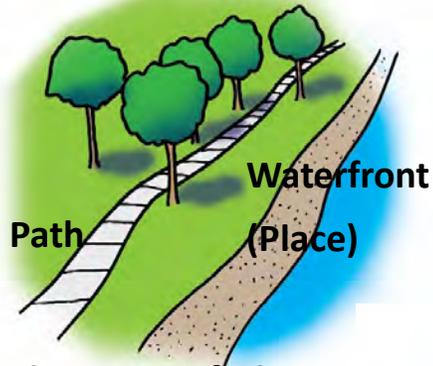
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Paths should never dominate their places.

Main Street  
(Place & Place)



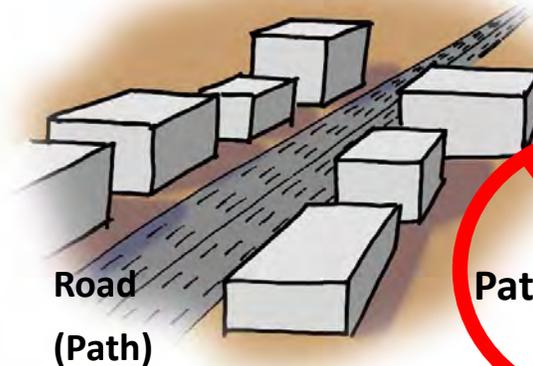
Path = Place



Path = Part of Place



Path = Part of Place



Path > Place



# PATH AS PLACE

applicable to every context



**C1**

Natural

**C2**

Rural

**C2T**

Rural  
Town

**C3R**

Suburban  
Residential

**C3C**

Suburban  
Commercial

**C4**

Urban  
General

**C5**

Urban  
Center

**C6**

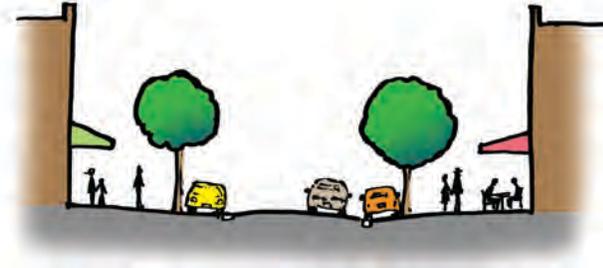
Urban  
Core

# PATH AS PLACE

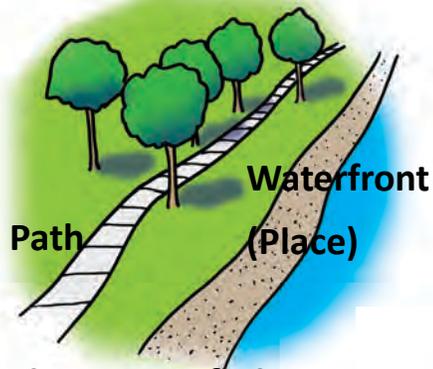
Fills current void:

- Gives legitimacy to the idea that the street is a public space.

Main Street  
(Place & Place)

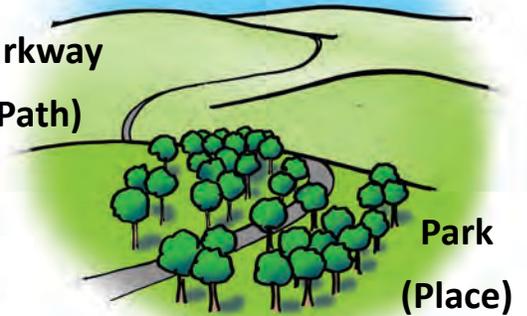


Path = Place

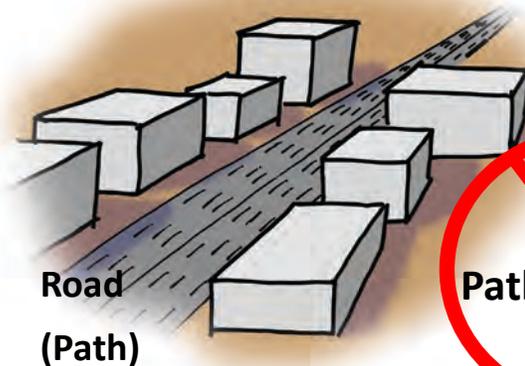


Path = Part of Place

Parkway  
(Path)



Path = Part of Place



Road  
(Path)

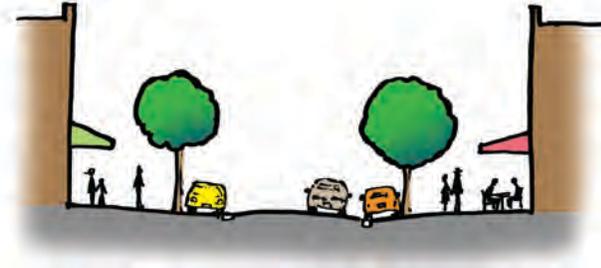
~~Path > Place~~

# PATH AS PLACE

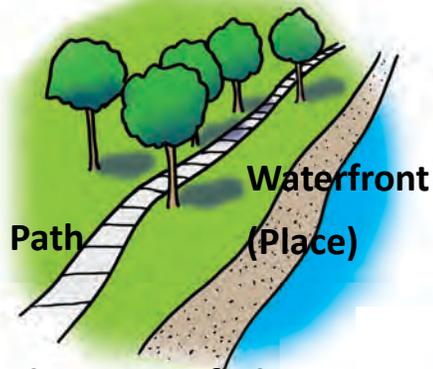
Fills current void:

- Gives **legitimacy** to the idea that the **street is a public space**.
- Gives standing to the “static users” of the path, the importance of the fabric of the place, the relationships across streets, and reframes the idea of “edges.”

Main Street  
(Place & Place)

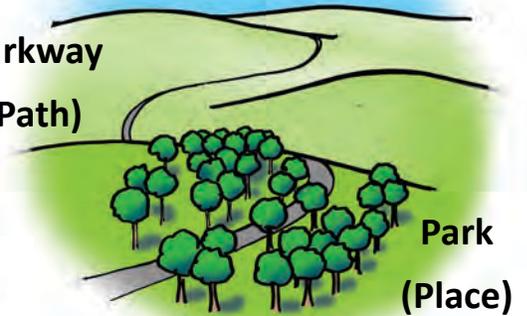


Path = Place

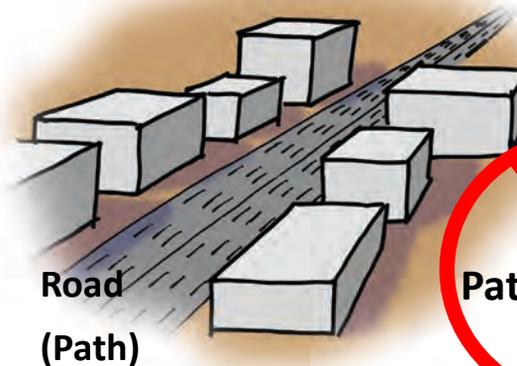


Path = Part of Place

Parkway  
(Path)



Path = Part of Place



Road  
(Path)

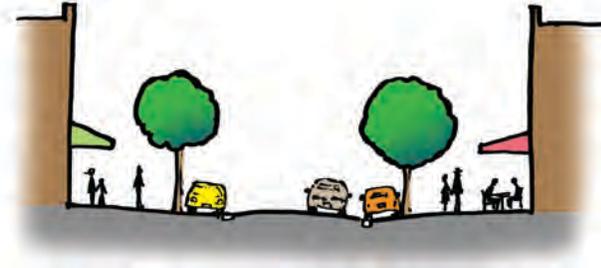
~~Path > Place~~

# PATH AS PLACE

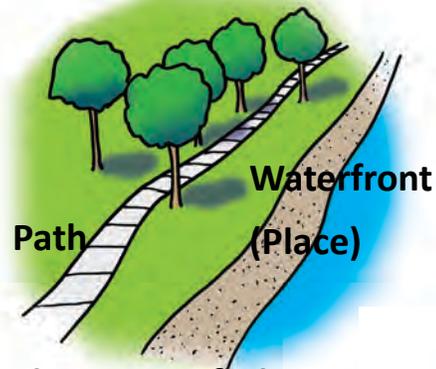
Fills current void:

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  - curb vs building façade
  - arterial as a barrier or as a seam

Main Street  
(Place & Place)

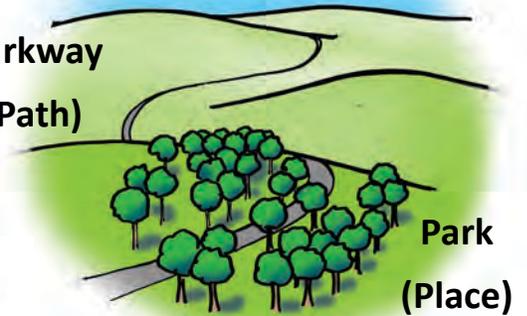


Path = Place

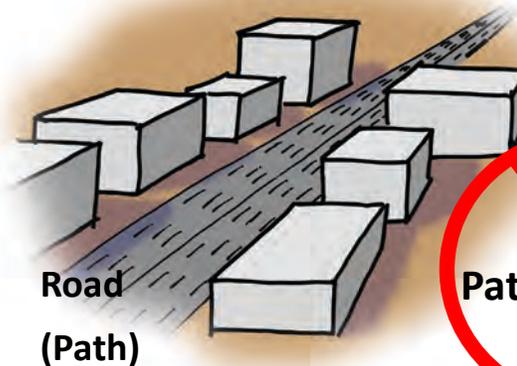


Path = Part of Place

Parkway  
(Path)



Path = Part of Place



Road  
(Path)

Path > Place

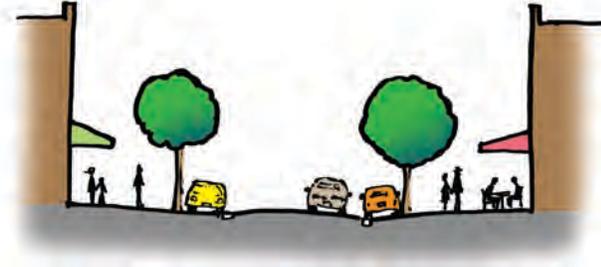


# PATH AS PLACE

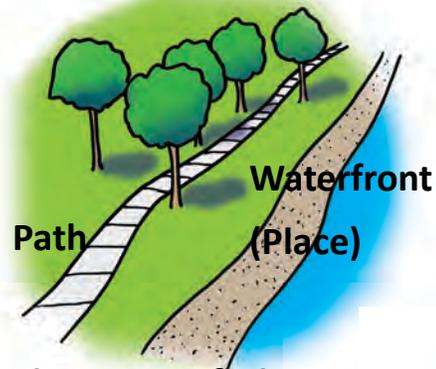
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  - curb vs building façade
  - arterial as a barrier or as a seam
- Provides a **priority and rigor** for design and people involved where the path cannot diminish the place.

Main Street  
(Place & Place)

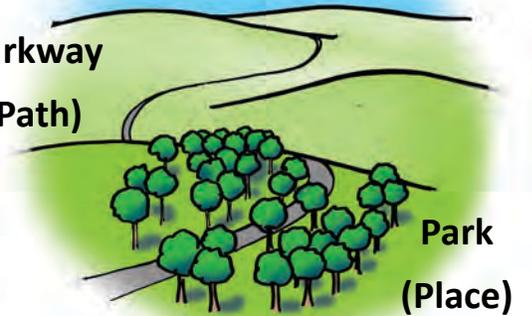


Path = Place

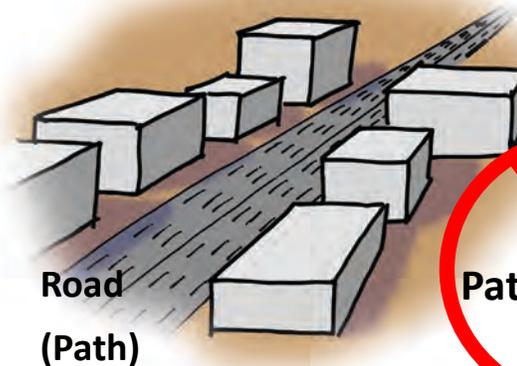


Path = Part of Place

Parkway  
(Path)



Path = Part of Place



Path > Place



# PATH AS PLACE

---

Three important elements to get us there

# EMPATHY

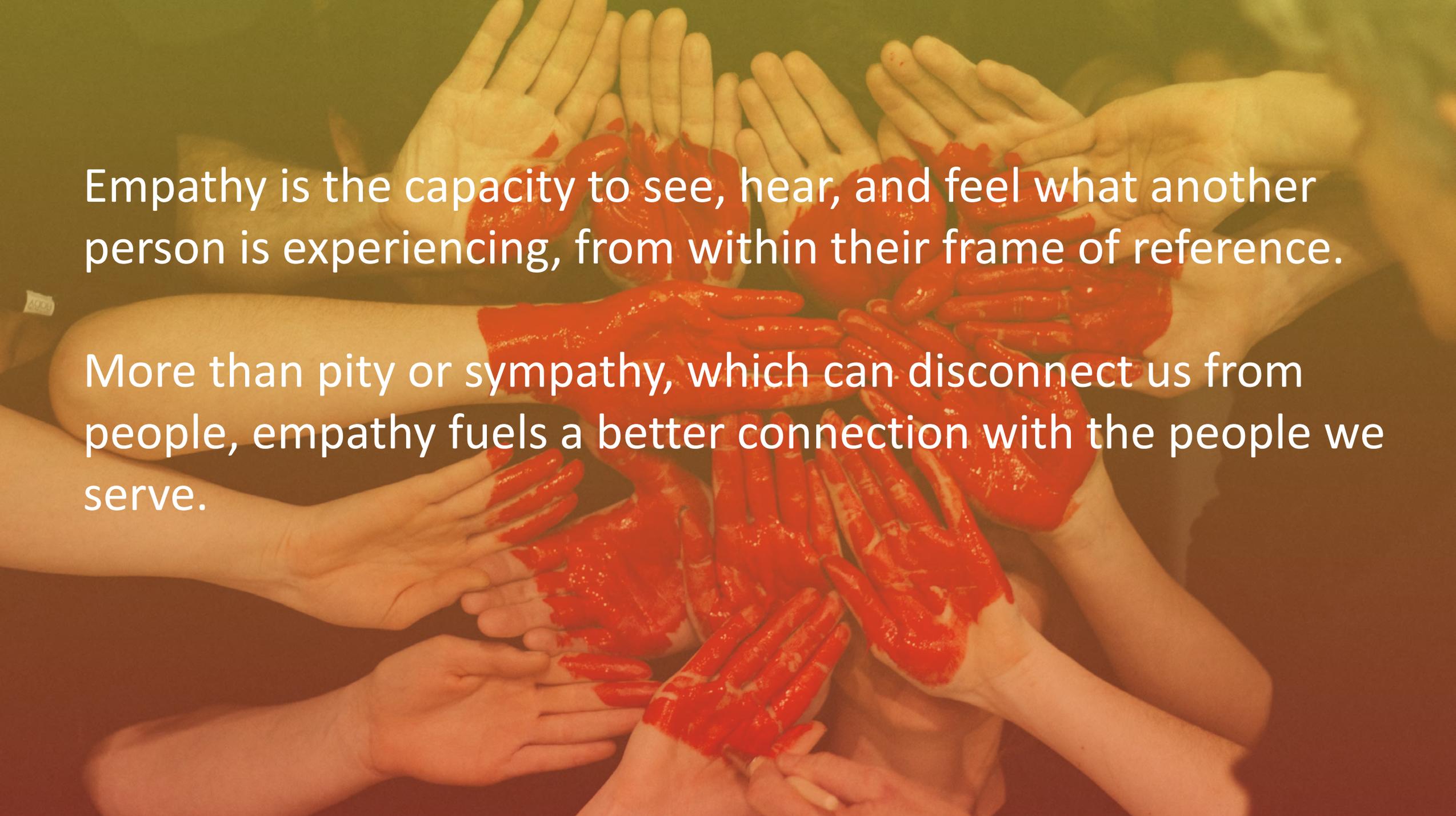
People's lived experiences must inform our work.



LOVE YOUR  
NEIGHBOUR

A top-down view of several hands reaching towards the center. Some hands are painted with bright red paint, while others are plain. The background is a soft, warm gradient of orange and yellow. The text is overlaid in the upper left quadrant.

Empathy is the capacity to see, hear, and feel what another person is experiencing, from within their frame of reference.

A photograph showing a group of hands of various skin tones reaching out towards the center. Some hands are covered in bright red paint, while others are plain. The background is a soft, warm gradient of orange and yellow. The text is overlaid in white, sans-serif font.

Empathy is the capacity to see, hear, and feel what another person is experiencing, from within their frame of reference.

More than pity or sympathy, which can disconnect us from people, empathy fuels a better connection with the people we serve.

A photograph showing a group of hands of various skin tones reaching out towards the center. Some hands are covered in bright red paint, while others are plain. The background is a soft, warm gradient of orange and yellow. The text is overlaid in white, sans-serif font.

Empathy is the capacity to see, hear, and feel what another person is experiencing, from within their frame of reference.

More than pity or sympathy, which can disconnect us from people, empathy fuels a better connection with the people we serve.

This connection is what inspires the creation of creative, positive, and community-focused solutions.



## Empathy

---

13% of people 16+ do not drive. In addition, 21% of pop is under 15. That means more than 1/3 of the population do not drive.



## Empathy

---

“For the Invisible riders, two wheeled transit has nothing to do with style or making a political statement.”  
- David Butow



## Empathy

---

We are all pedestrians at some point in the day.

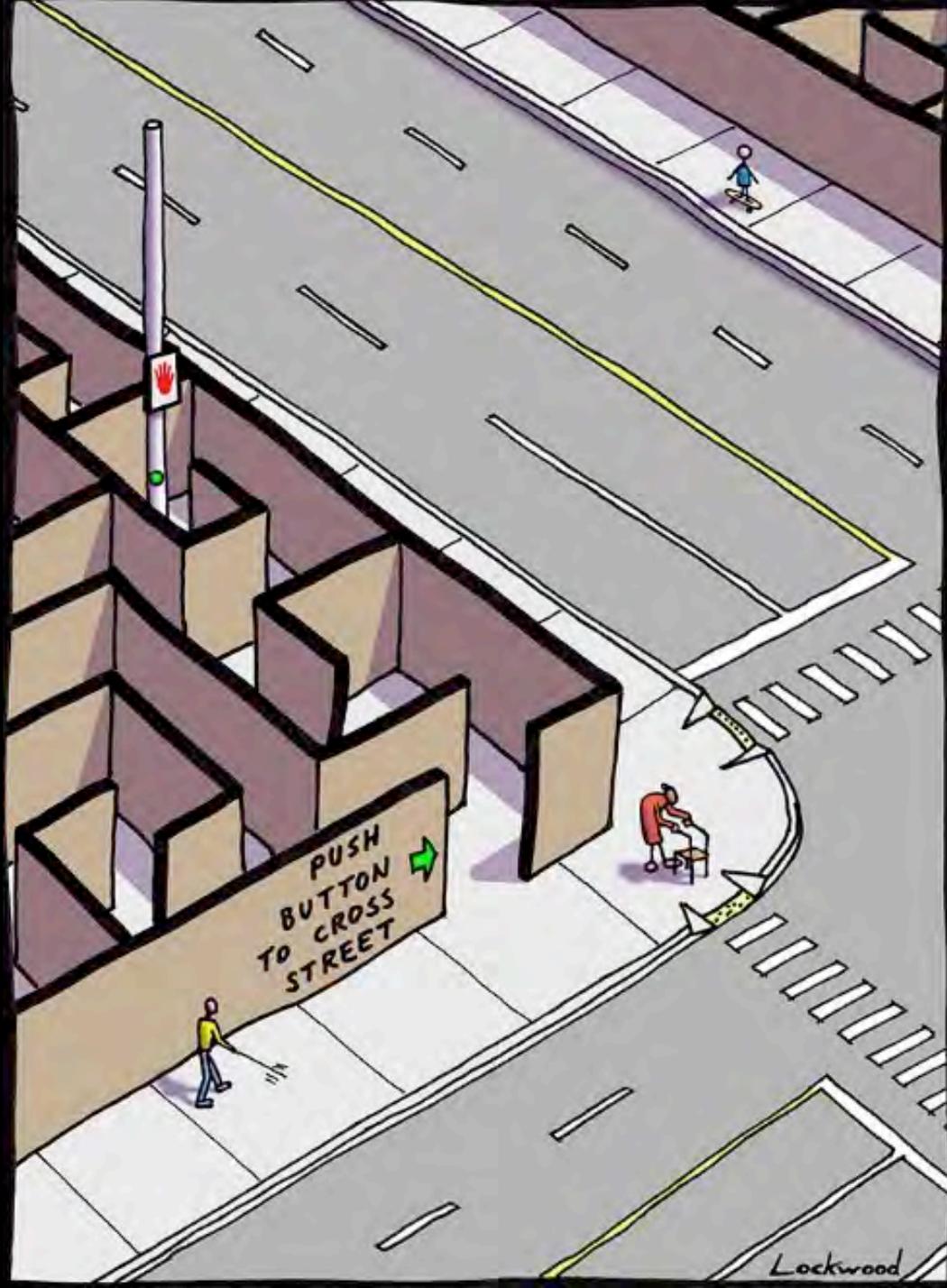


## Empathy

---

We need to go beyond just ADA compliance.

We need to design for the human experience first.



Lockwood





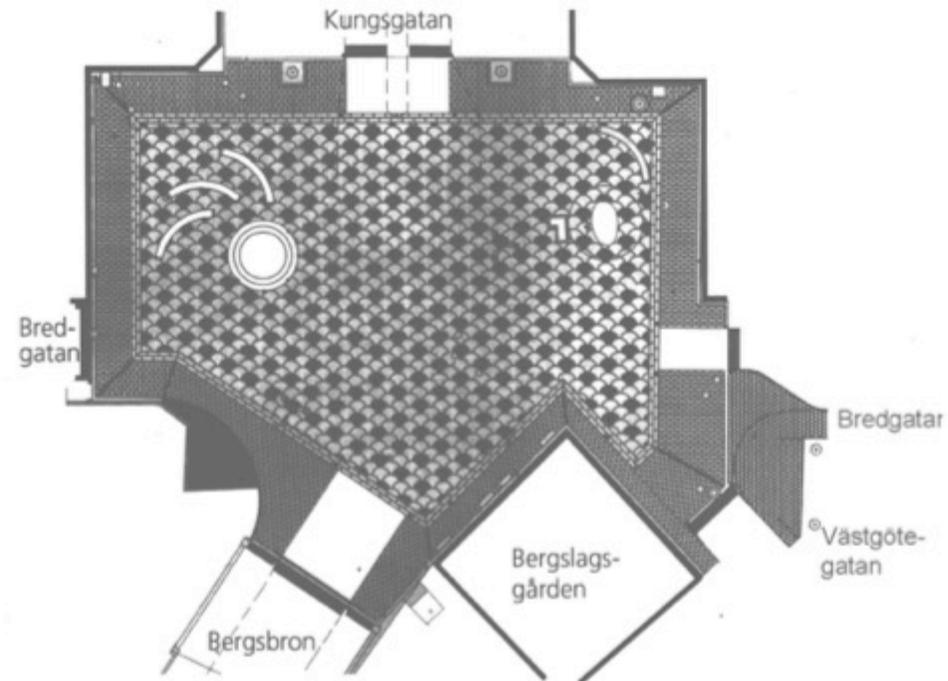
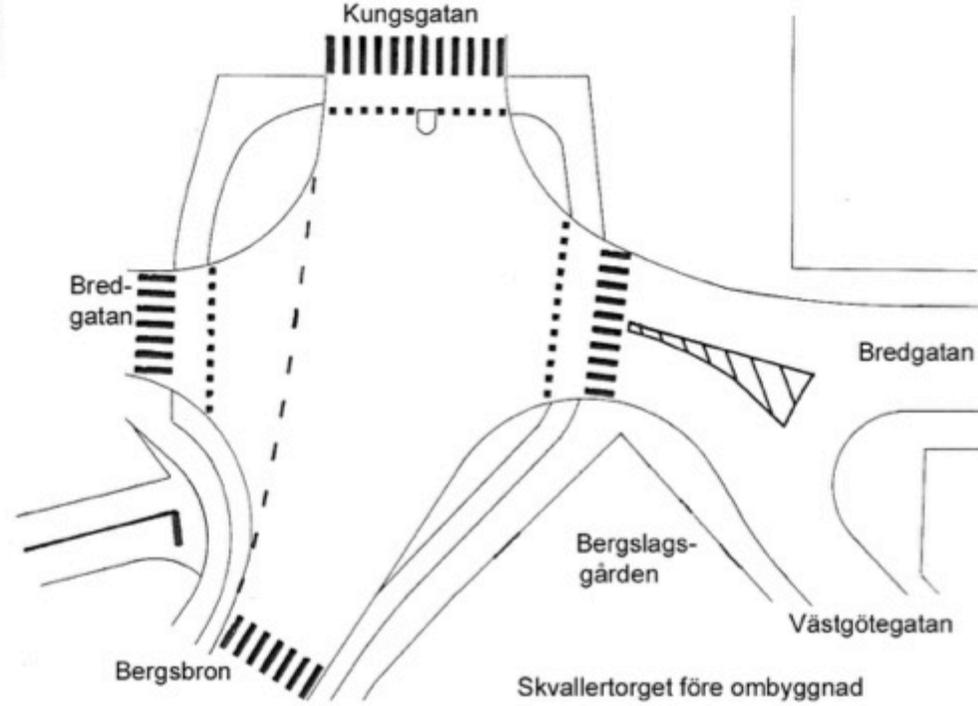












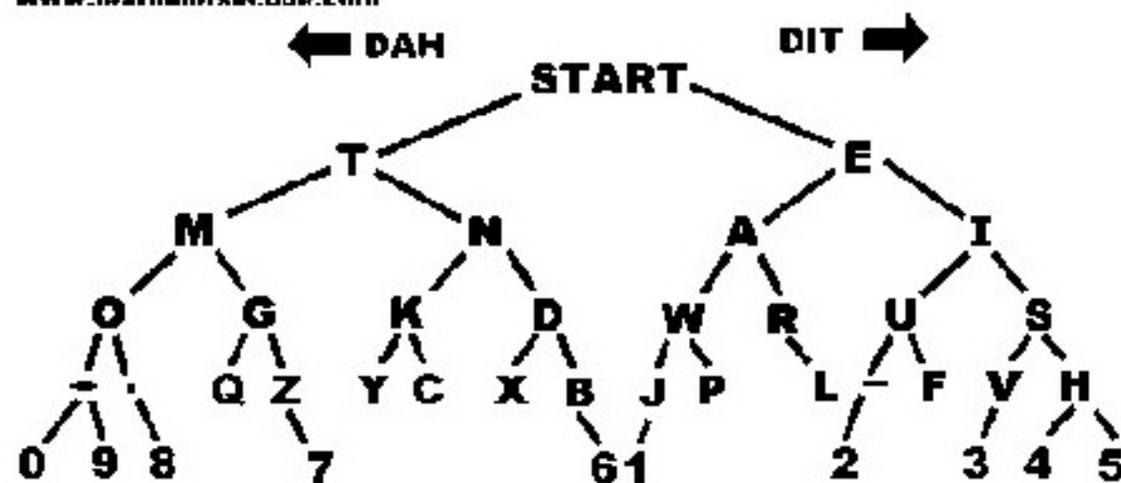




# INTERNATIONAL MORSE CODE

A	• —	N	— •	1	• — — — —	.	• — • — • —
B	— • • •	O	— — —	2	• • — — —	,	— — • • — —
C	— • — •	P	• — — •	3	• • • — —	?	• • — — • •
D	— • •	Q	— — • —	4	• • • • —	^	• — — — — •
E	•	R	• — •	5	• • • • •	!	— • — • — —
F	• • — •	S	• • •	6	— • • • •	/	— • • — •
G	— — •	T	—	7	— — • • •	:	— — — • • •
H	• • • •	U	• • —	8	— — — • •	;	— • — • — •
I	• •	V	• • • —	9	— — — — •	=	— • • • —
J	• — — —	W	• — —	0	— — — — —	+	• — • — •
K	— • —	X	— • • —			-	— • • • • —
L	• — • •	Y	— • — —			_	• • — — • —
M	— —	Z	— — • •			"	• — • • — •
						@	• — — • — •

[www.learnmorsecode.com](http://www.learnmorsecode.com)





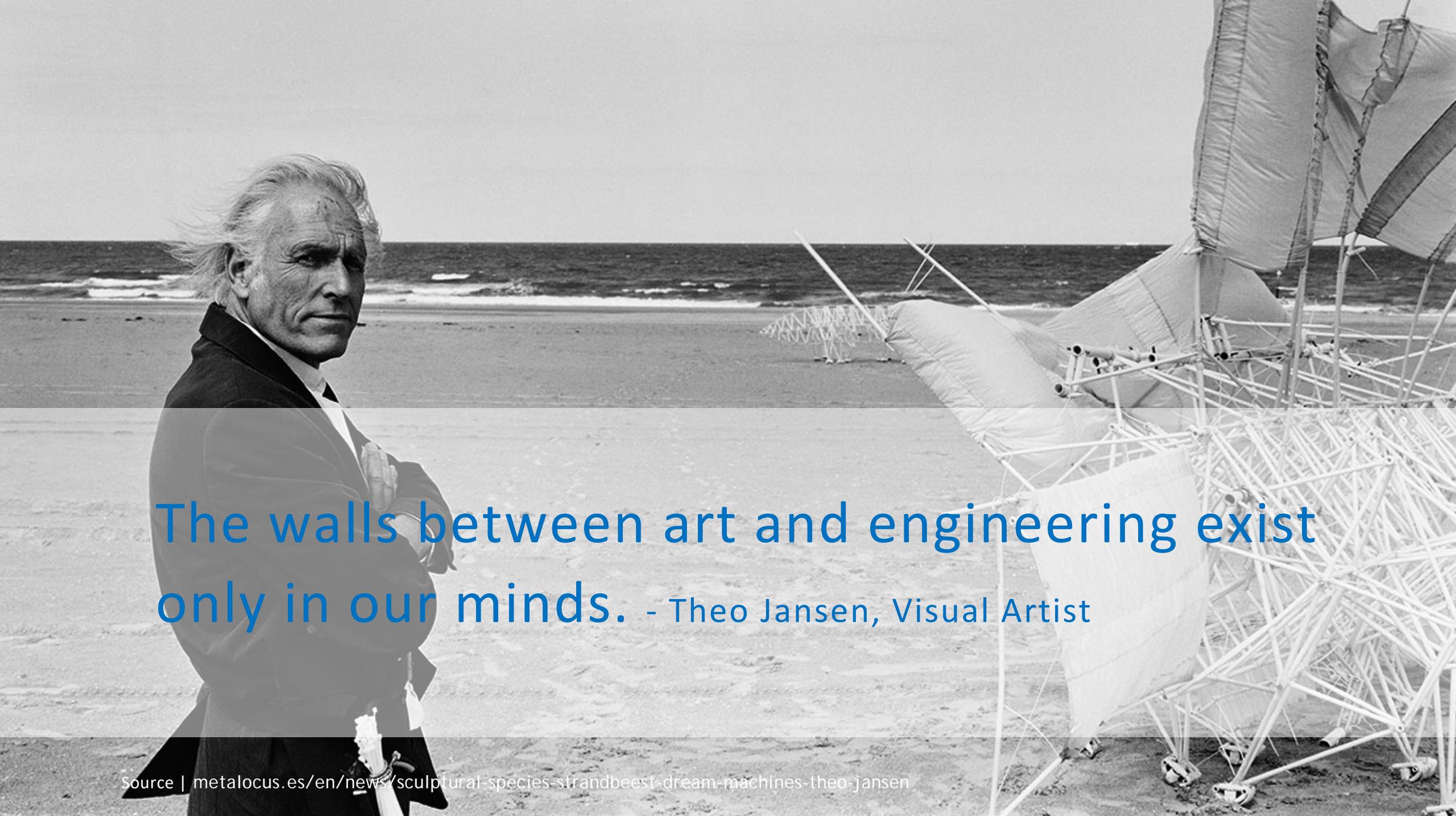
**Disability becomes a handicap  
only when we encounter barriers.**

(George Covington and Bruce Hannah, Access by Design)

# INTERDISCIPLINARY COLLABORATION

We need to bring our unique skills together to  
serve a shared vision.





The walls between art and engineering exist  
only in our minds. - Theo Jansen, Visual Artist

Bran Ferren:

# To create for the ages, let's combine art and engineering

TED2014 · 20:12 · Filmed Mar 2014

 26 subtitle languages 

 [View interactive transcript](#)

The worlds of **art and design** are not, in fact, incompatible with **science and engineering** contrary to what we learn in school [and sometimes feel reinforced in the professional world].

When combined, we can **create things that are amazing** and couldn't be created in either domain alone.

How do projects of unprecedented creative vision and technical complexity actually happen?

How do projects of unprecedented creative vision and technical complexity actually happen?

1. A brilliant creative vision

How do projects of unprecedented creative vision and technical complexity actually happen?

1. A brilliant creative vision
2. Story telling and leadership

How do projects of unprecedented creative vision and technical complexity actually happen?

1. A brilliant creative vision
2. Story telling and leadership
3. A mastery of science and technology that pushes existing innovations even farther



## Interdisciplinary collaboration

---

From the beginning to the end of a project.

# LANGUAGE REFORM

Use language that help both  
professionals and public  
understand



NO Good REASONS



“  
Words.  
The clothes that thoughts wear.  
”

Samuel Beckett

# WORDS

Improvement

Upgrade

Traffic Demand

Efficient

Accidents

Capacity

Level of Service

A, B, C, D, E, and F

Reliability

Functional Classification

Right-of-Way Preservation

Mass Transit

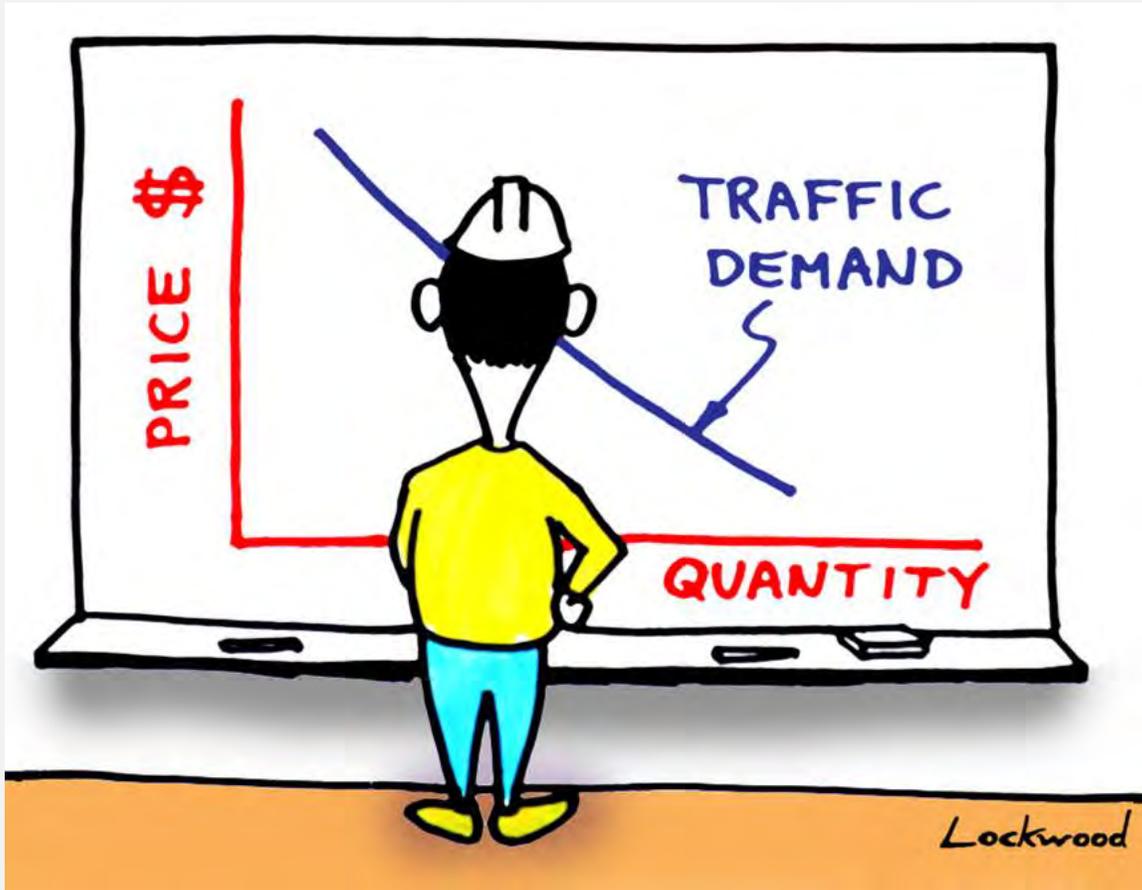
Freeway

Capacity Deficiencies

Conflict Points

Access Management ...





## Language controls conversation

The terminology we use is causing confusion.

Improvement

Upgrade

Traffic Demand

Efficient

Accidents

Capacity

Level of Service

Delay

Reliability

Functional Classification

Right-of-Way Preservation

Freeway

Capacity Deficiencies

Conflict Points

Access Management

...

An aerial photograph of a complex multi-level highway interchange in a desert environment. The image shows several overpasses and ramps that create a dense network of concrete structures. The surrounding landscape is arid, with reddish-brown soil and sparse, low-lying green shrubs. Numerous cars are visible traveling along the various levels of the highway. The perspective is from a high angle, looking down on the intricate web of roads.

Words solidify ideas

Words set priorities



Words have consequences



## From

---

Accident

Alternative Transportation

Improvement

Demand

Efficient

Upgrade

## To

---

Collision or Crash

Walking, Biking, Transit (be specific)

Modification or Change

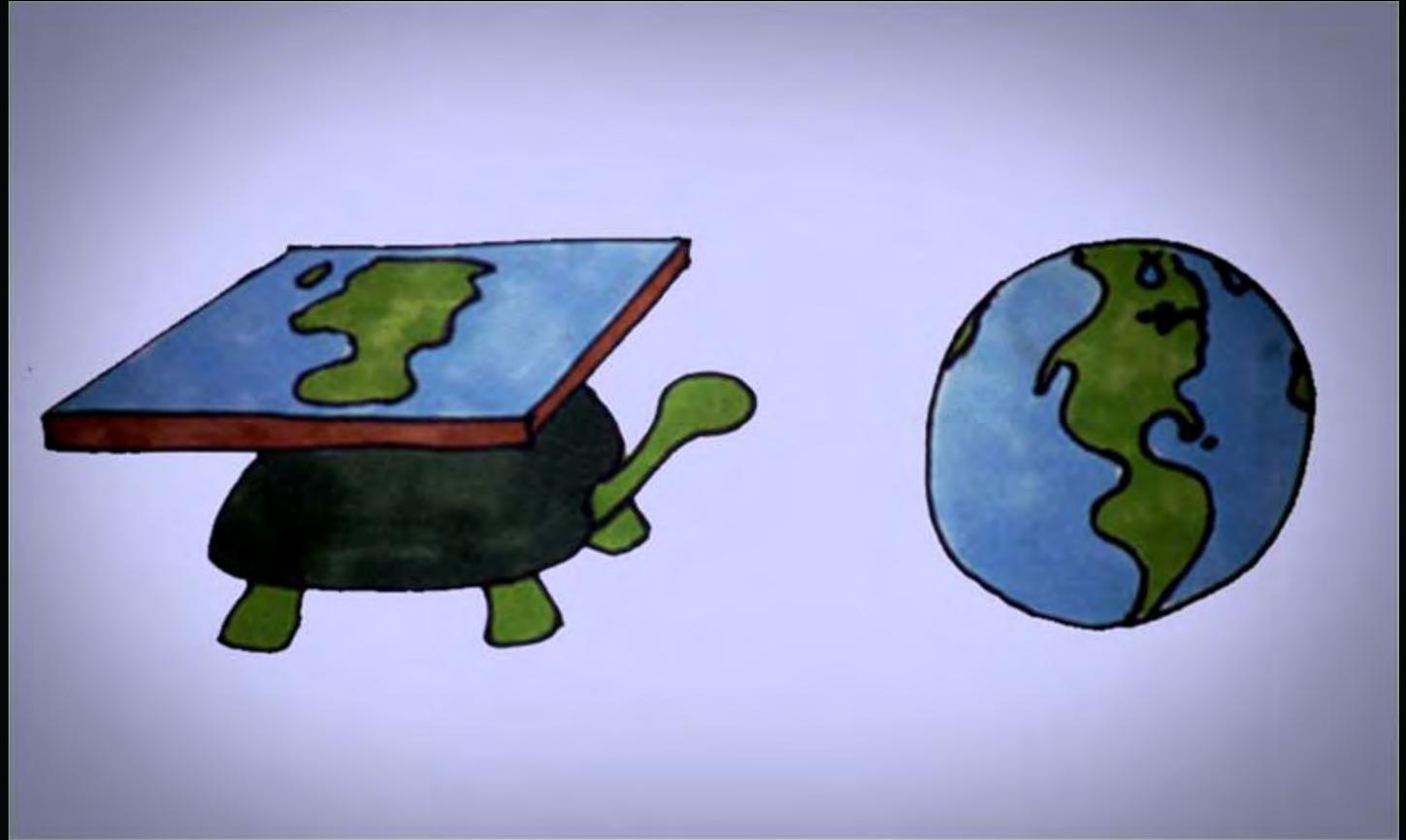
Motor Vehicle Use or Expected use

Increase Speeds or Faster

Widening or Reconstruction

# WORDS

Traffic Calming goes here  
Context-Sensitive Design  
Context-Sensitive Solutions  
Traditional Neighborhood Design  
Smart Growth  
Road Diets  
Safe Routes to School  
Complete Streets  
Shared Spaces  
Vision Zero



*Bottom Line: To help change the paradigm, we need to coin & popularize more words & phrases that capture & advance our ideas.*

# WORDS

Traffic Calming goes here.

Context-Sensitive Design

Context-Sensitive Solutions

Traditional Neighborhood Design

Smart Growth

Road Diets

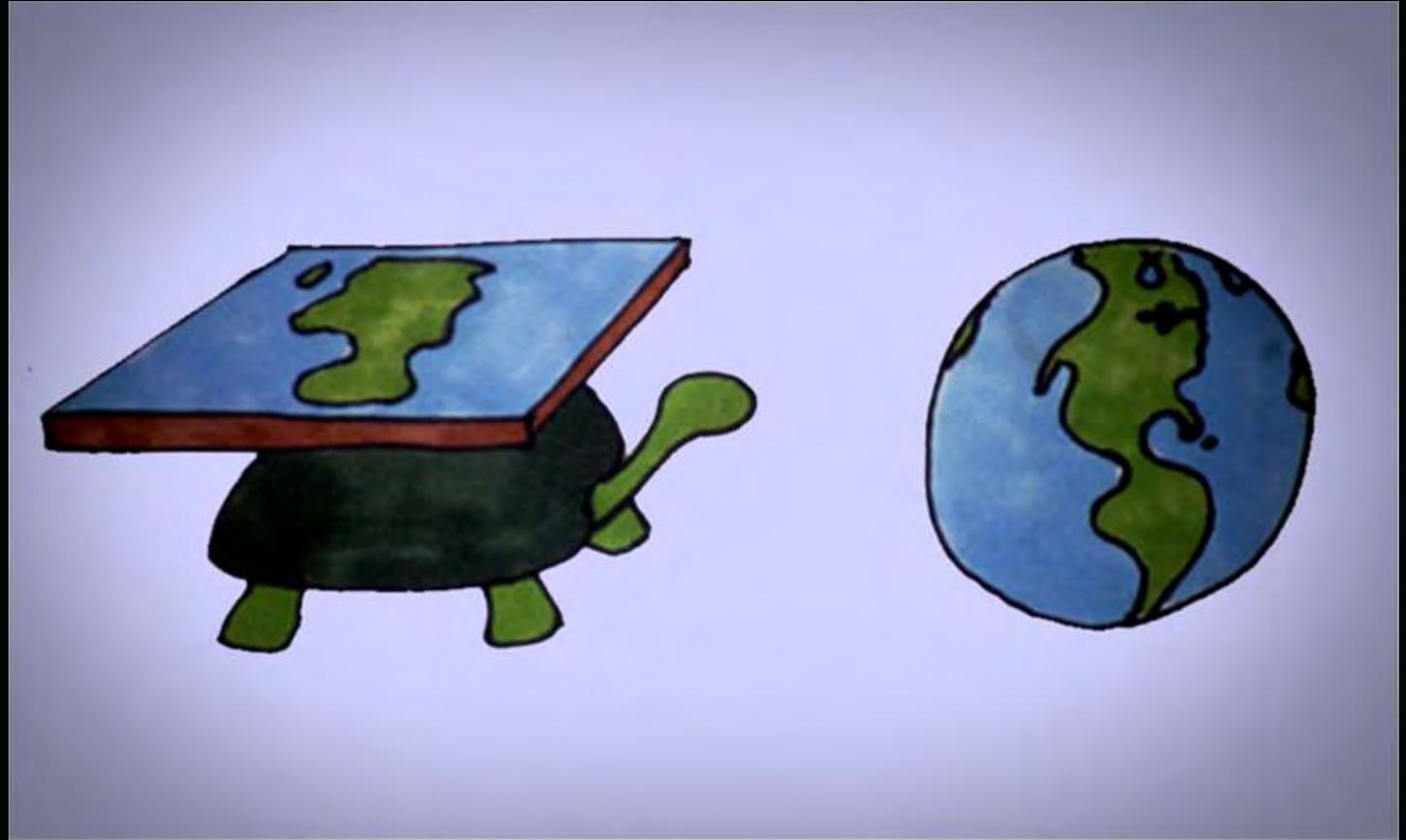
Safe Routes to School

Complete Streets

Shared Spaces

Vision Zero

**Path-as-Place**



Bottom Line: *To help change the paradigm, we need to coin & popularize more words & phrases that capture & advance our ideas.*

A photograph of a city street at sunset, bathed in a warm, golden light. The scene shows a multi-lane road with several cars and pedestrians. The sun is low in the sky, creating a strong lens flare and casting long shadows. The overall atmosphere is serene and urban.

# PATH AS PLACE EXAMPLES



# WINTER GARDEN

Softening a Hard Place

Soft



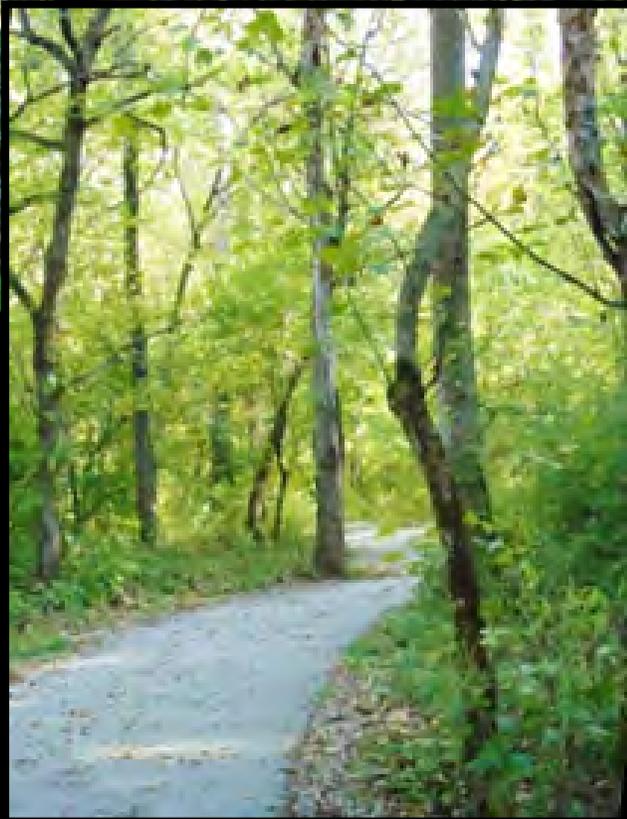
Soft



Soft



Soft



Hard



**Hard**

Soft



Hard

**Experience**



**Hard**



**Maintenance**

**Soft**

**Experience**

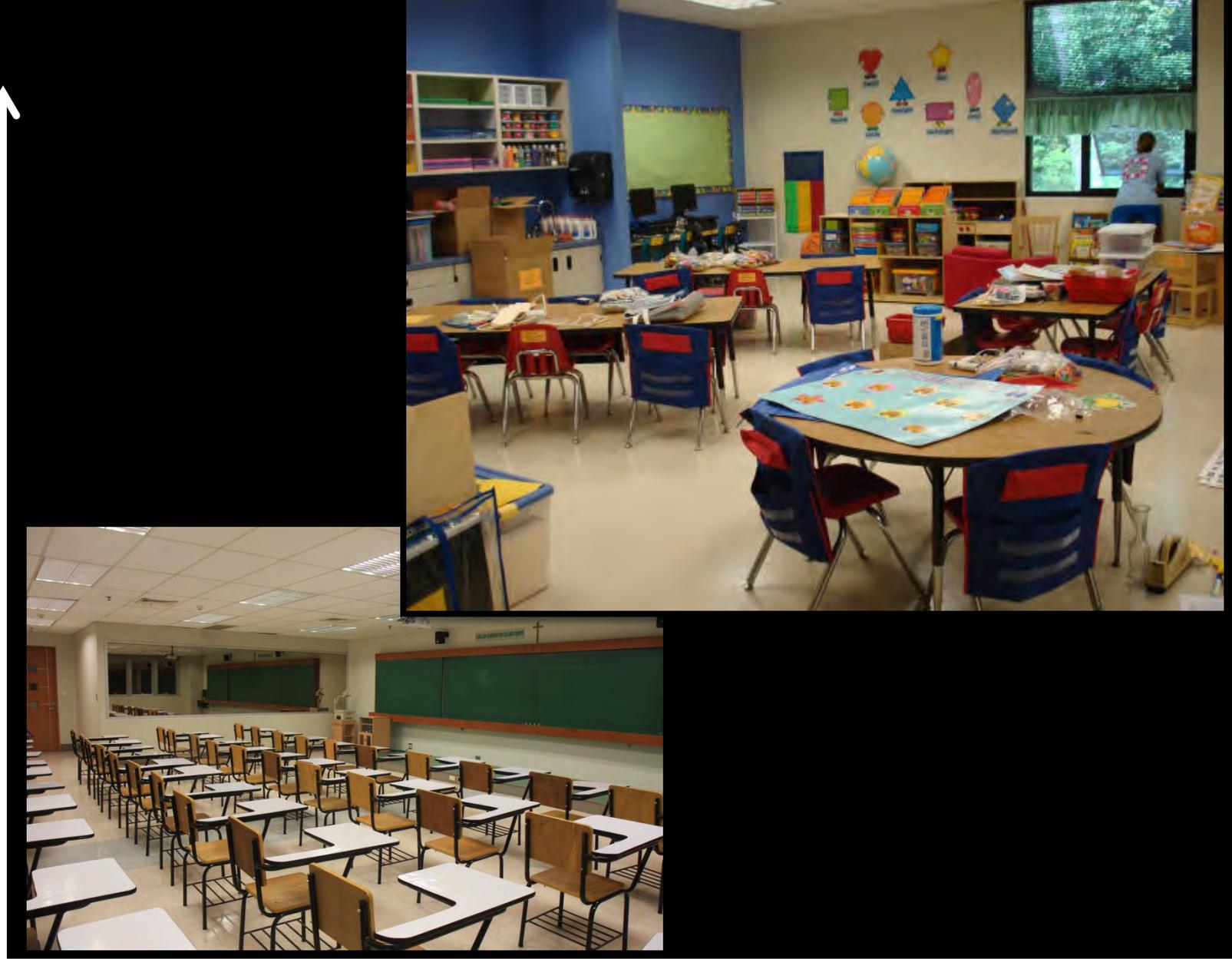


**Maintenance**

**Hard**

**Soft**

Experience ↑



↑ Maintenance

Hard

Soft

**Experience**



**Hard**

**Soft**

**Maintenance**

Experience ↑



Hard



↑ Maintenance

Soft

**Experience**



**Maintenance**

**Hard**

**Soft**

Experience ↑



Hard



↑ Maintenance

Soft

**Experience**



**Hard**

**Soft**

**Maintenance**

Experience



Hard



Maintenance

Soft

**Experience**



**Maintenance**

**Hard**

**Soft**

Value



Hard



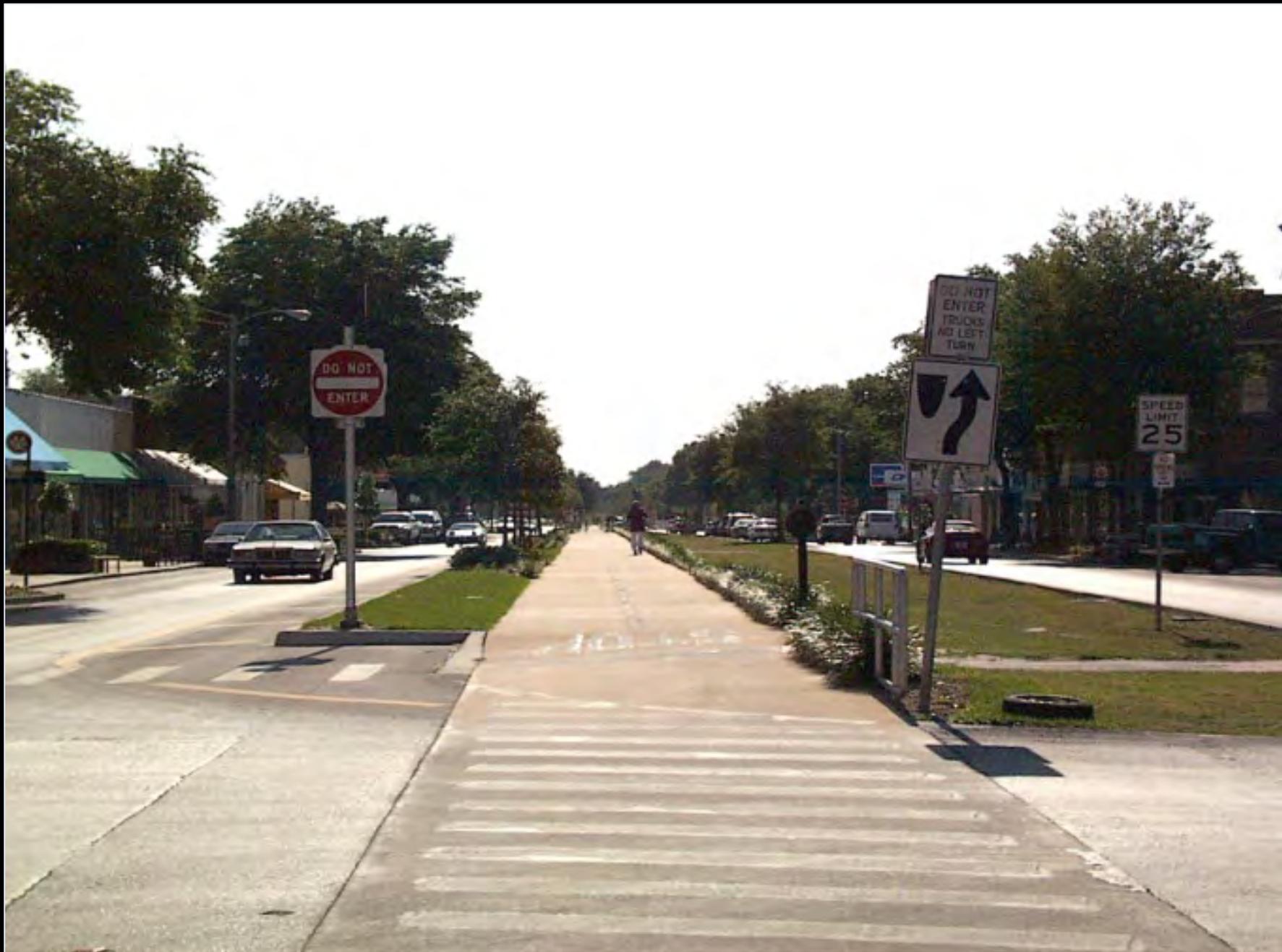
Soft

Maintenance







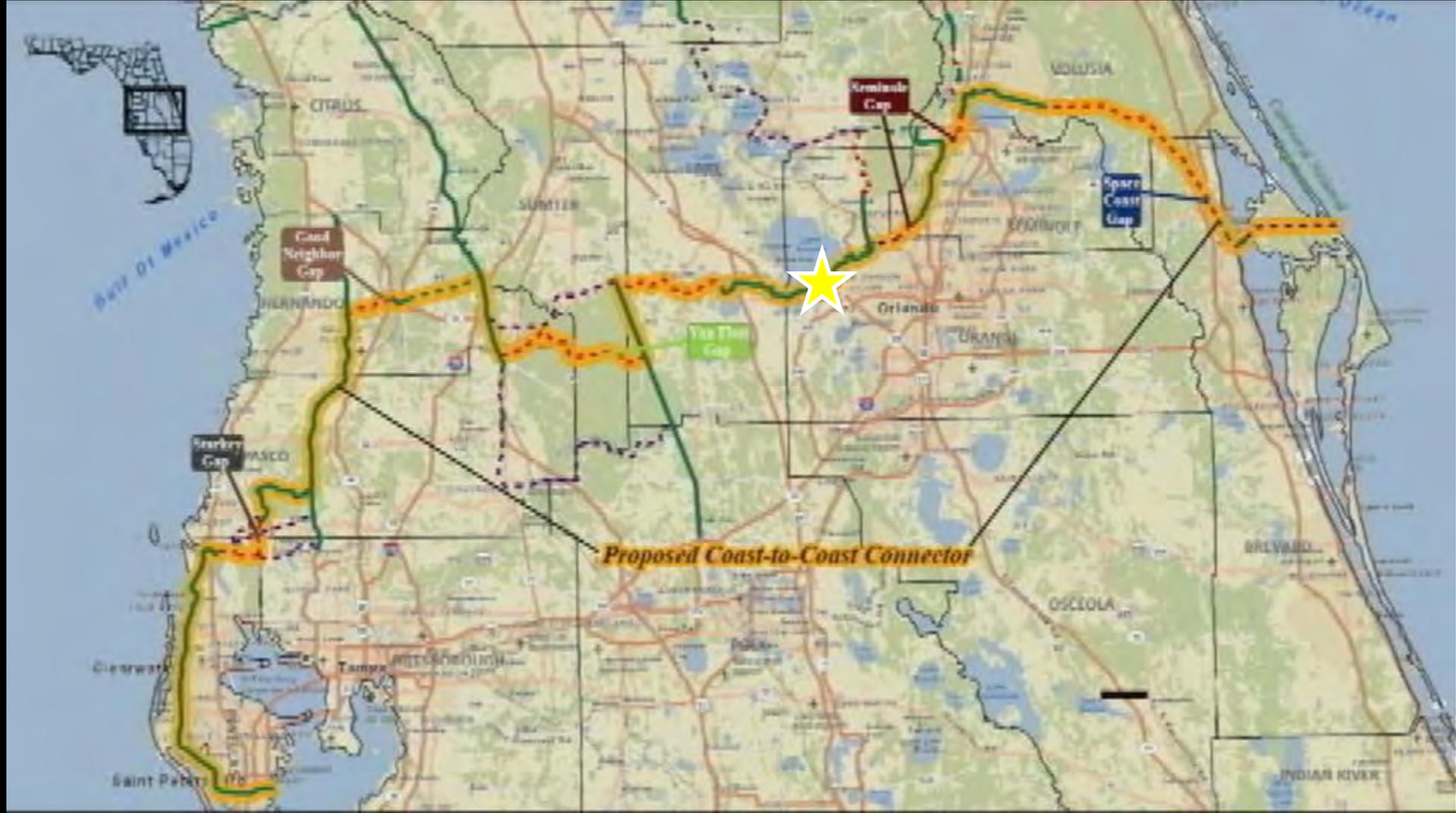




## Map Legend

-  West Orange Trail
-  Equestrian Trail
-  South Lake  
Lake Minneota Scenic Trail
-  Air Station
-  Basketball Courts
-  Bench
-  Bike Rack
-  Butterfly Garden
-  Concession
-  Equestrian Facilities
-  Leashed Pets Allowed
-  Parking
-  Playground
-  Picnic Area & Grill
-  Port-O-Let
-  Public Phone
-  Rental Pavilion
-  Restrooms
-  Shelter
-  Soda Machine
-  Special Points of Interest
-  Tennis
-  Trail Offices
-  Water Fountain
-  Water Station
-  Wooden Bridge











NO BICYCLES  
SKATEBOARDING  
OR  
ROLLER BLADING  
ON SIDEWALK

BAR  
C

S BOY

HARRY & LARRY'S  
BAKES-ONLY



2 HR  
PARKING  
ON  
PLANT STREET  
8AM - 8PM

OPEN  
SILVER SHEKET  
REFRESH YOUR RESTORE

GARDE

Ice



# SULPHUR SPRINGS

Creating Place and Inclusivity

MAIN  
STREET











THE MCLEROY BUILDING  
2015

221



2012 Photos by Cindy Bell

THE  
END



2012 Photos by Cindy Bell















2014 Photos by Cindy Roller





2012 Photos by Cindy Ralston

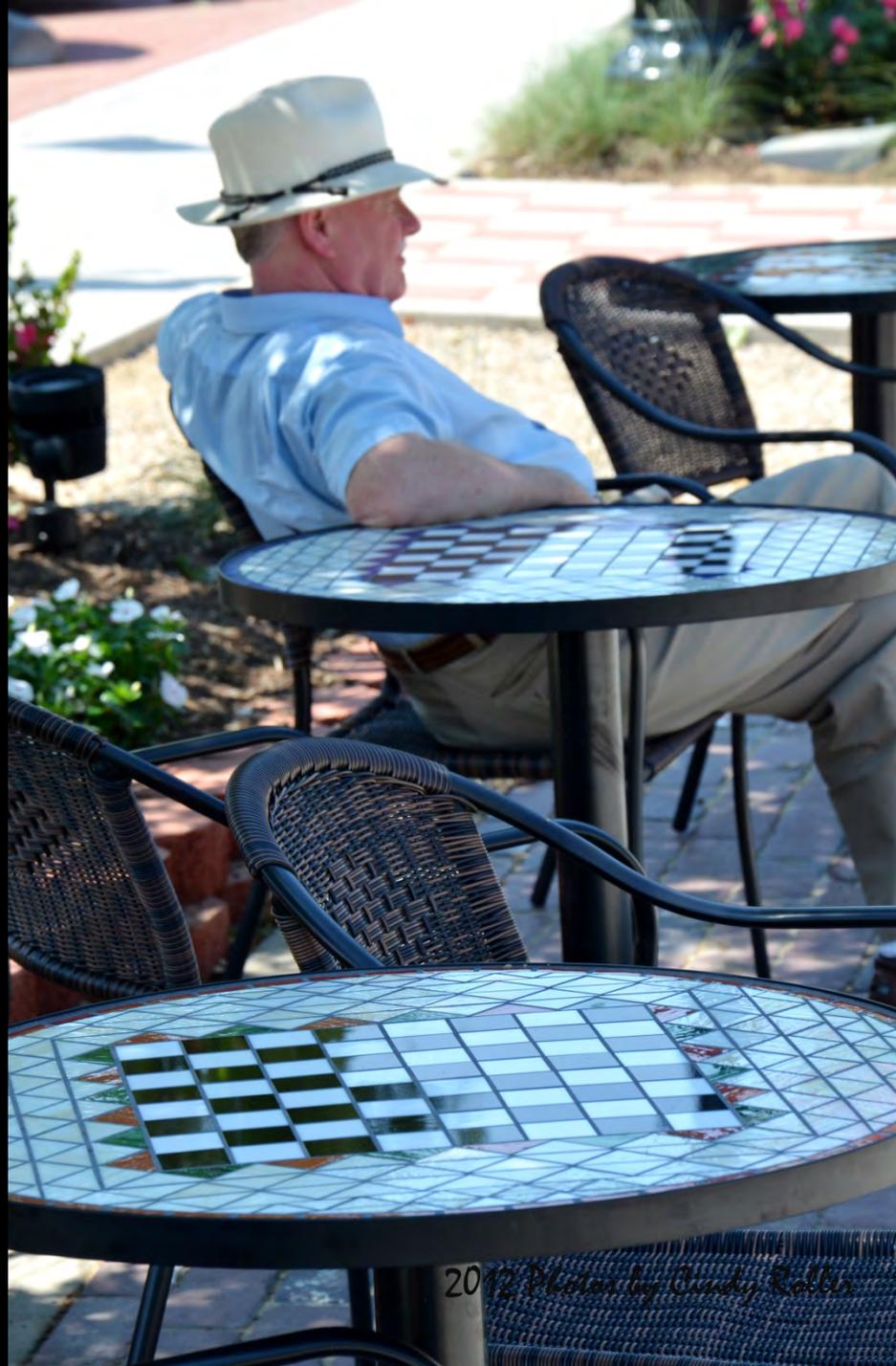


















# CAPITAL CITY BIKEWAY

Ushering in a New Era of Streets







# Saint Paul Bicycle Plan

An Addendum to the Saint Paul Comprehensive Plan

Adopted 3/18/2015  
Last Updated 10/7/2015



Supported, in part,  
by the **8 to 80 Vitality Fund**

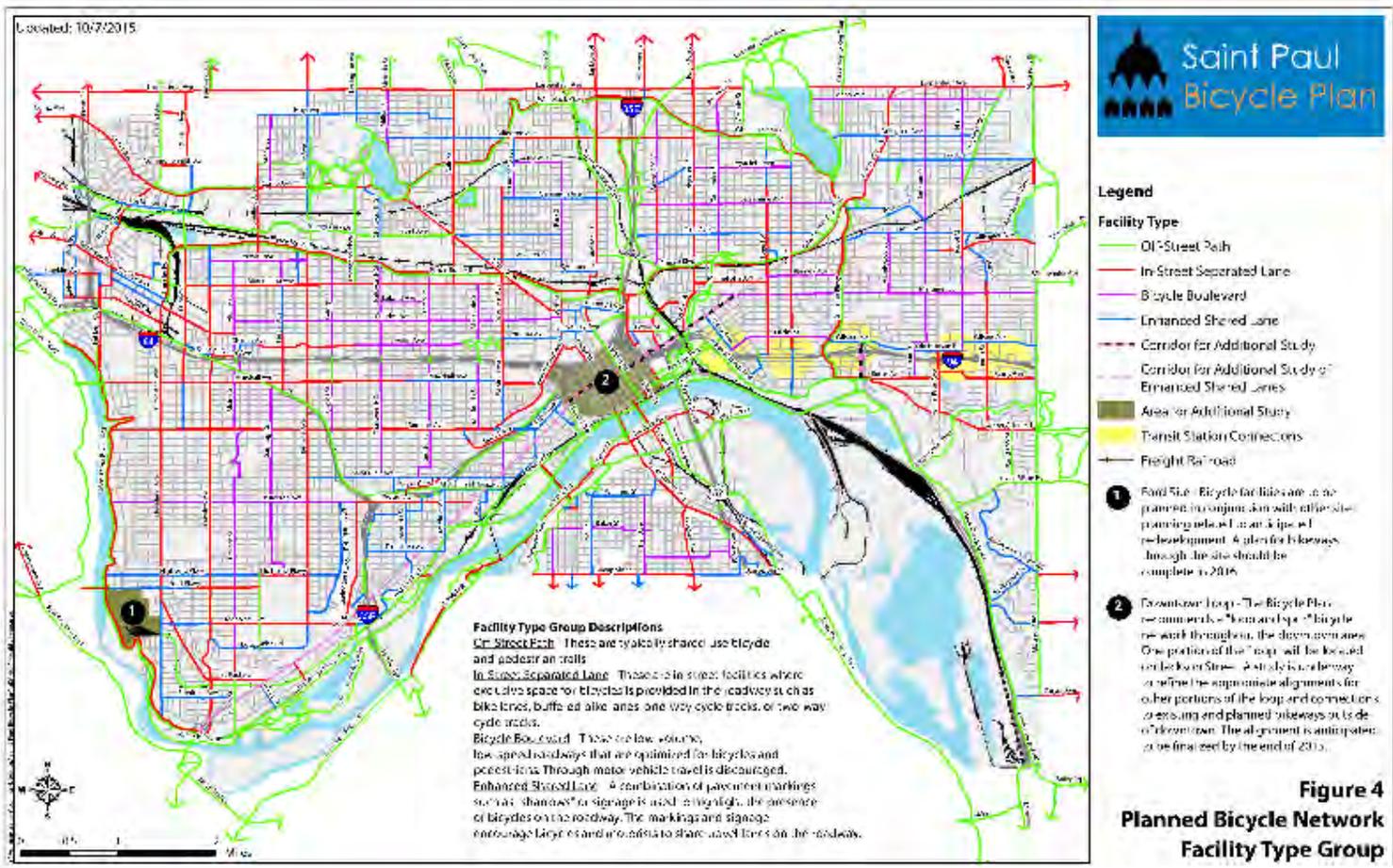
## Context

---

Capital city of Minnesota

8 to 80 Initiative

City adopted Bicycle Plan



## Context

Capital city of Minnesota

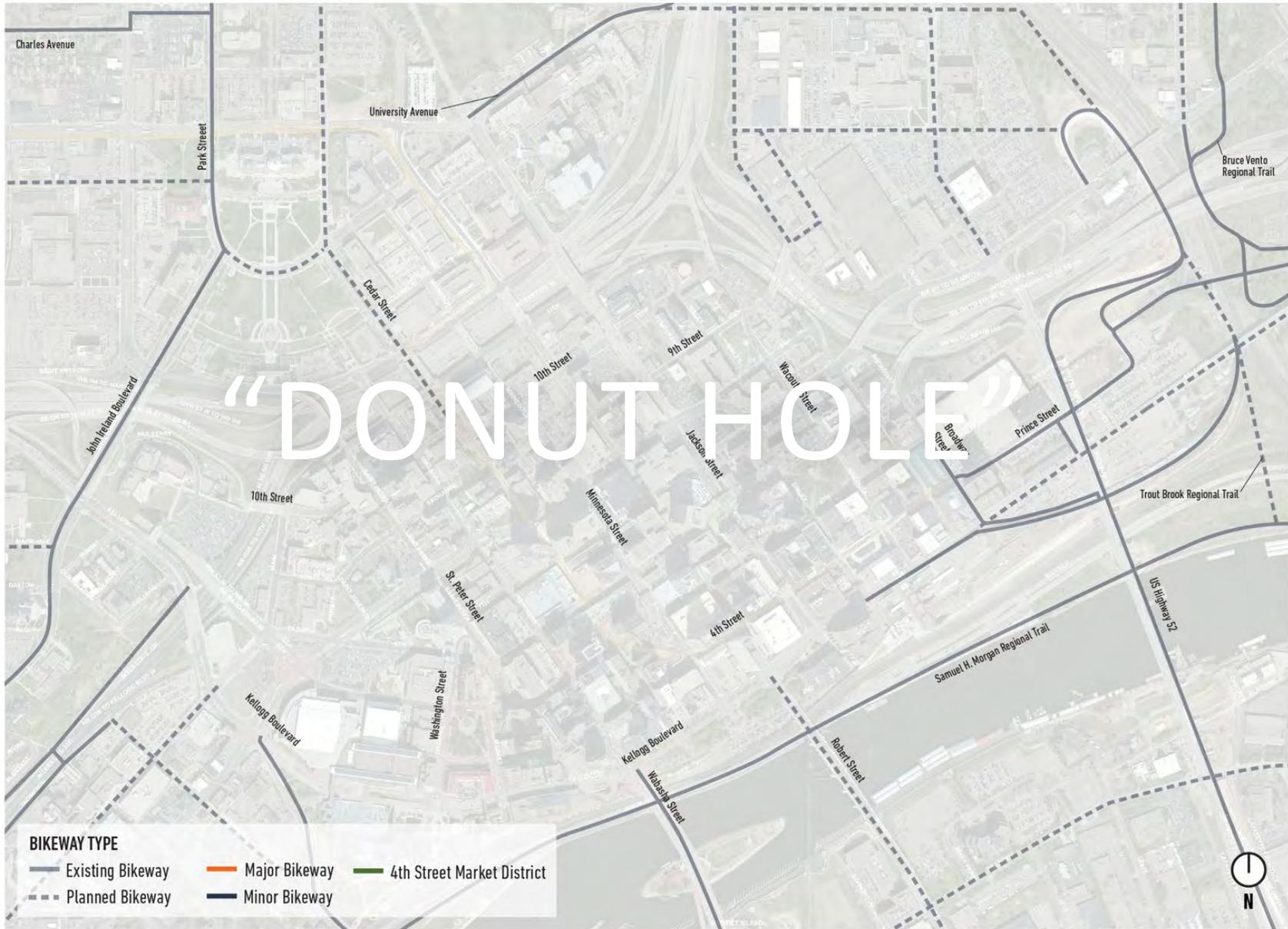
8 80 Initiative

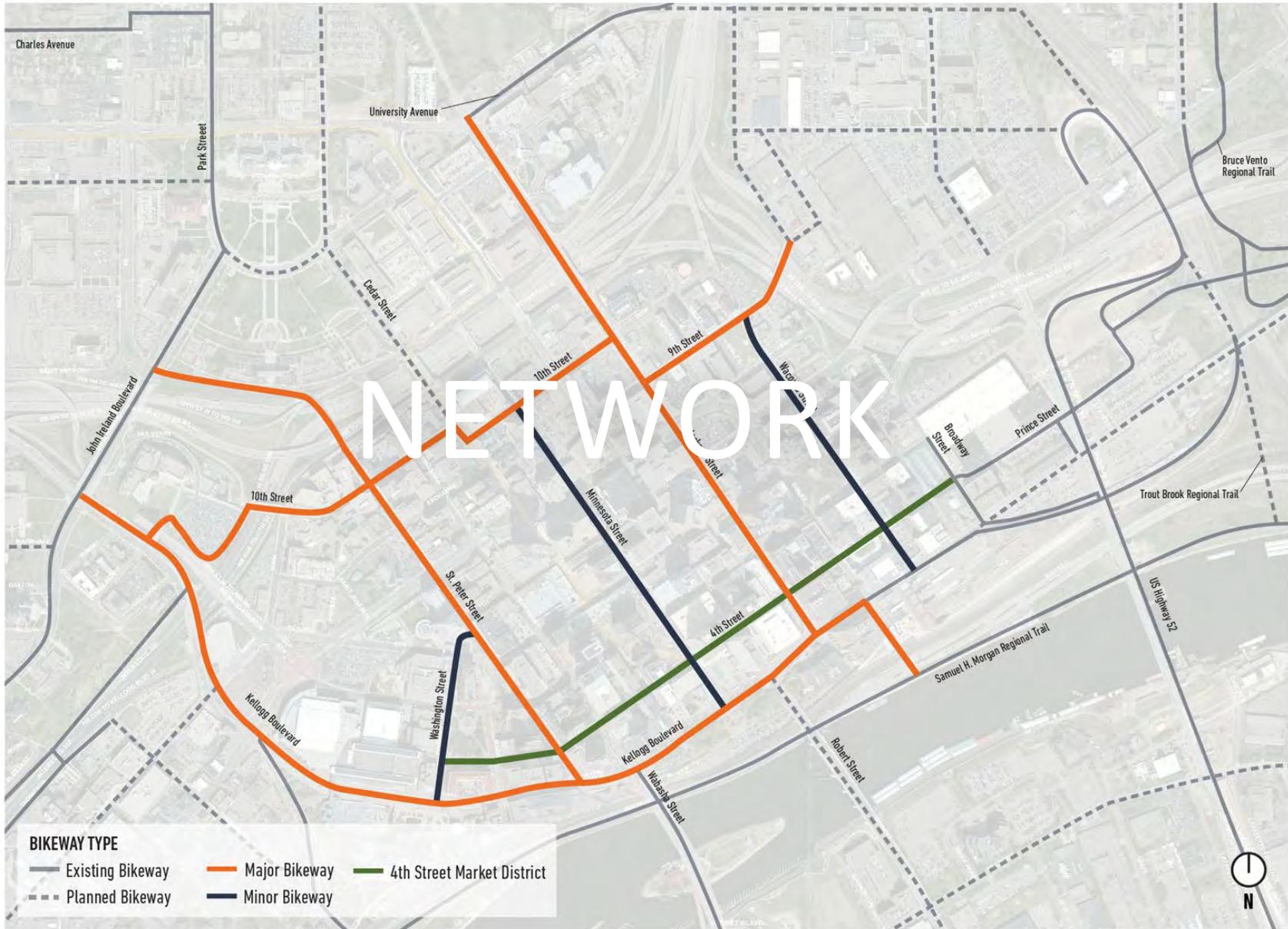
City adopted Bicycle Plan

Downtown Loop - "area for additional study"

Sidewalk level bike facility planned

"Not just about a bikeway"





Just about 0.651 miles

# FIRST SEGMENT JACKSON STREET



**BIKEWAY TYPE**

- Existing Bikeway
- Planned Bikeway
- Major Bikeway
- Minor Bikeway
- 4th Street Market District



Engagement

---

2, 1-week charrettes



## Engagement

---

2, 1-week charrettes

3 advisory committees



## Engagement

---

2, 1-week charrettes

3 advisory committees

Individual meetings with property owners



## Engagement

---

2, 1-week charrettes

3 advisory committees

Individual meetings with property owners

Open house

Pop Up Meetings



## Engagement

---

2, 1-week charrettes

3 advisory committees

Individual meetings with property owners

Open house

Pop Up Meetings

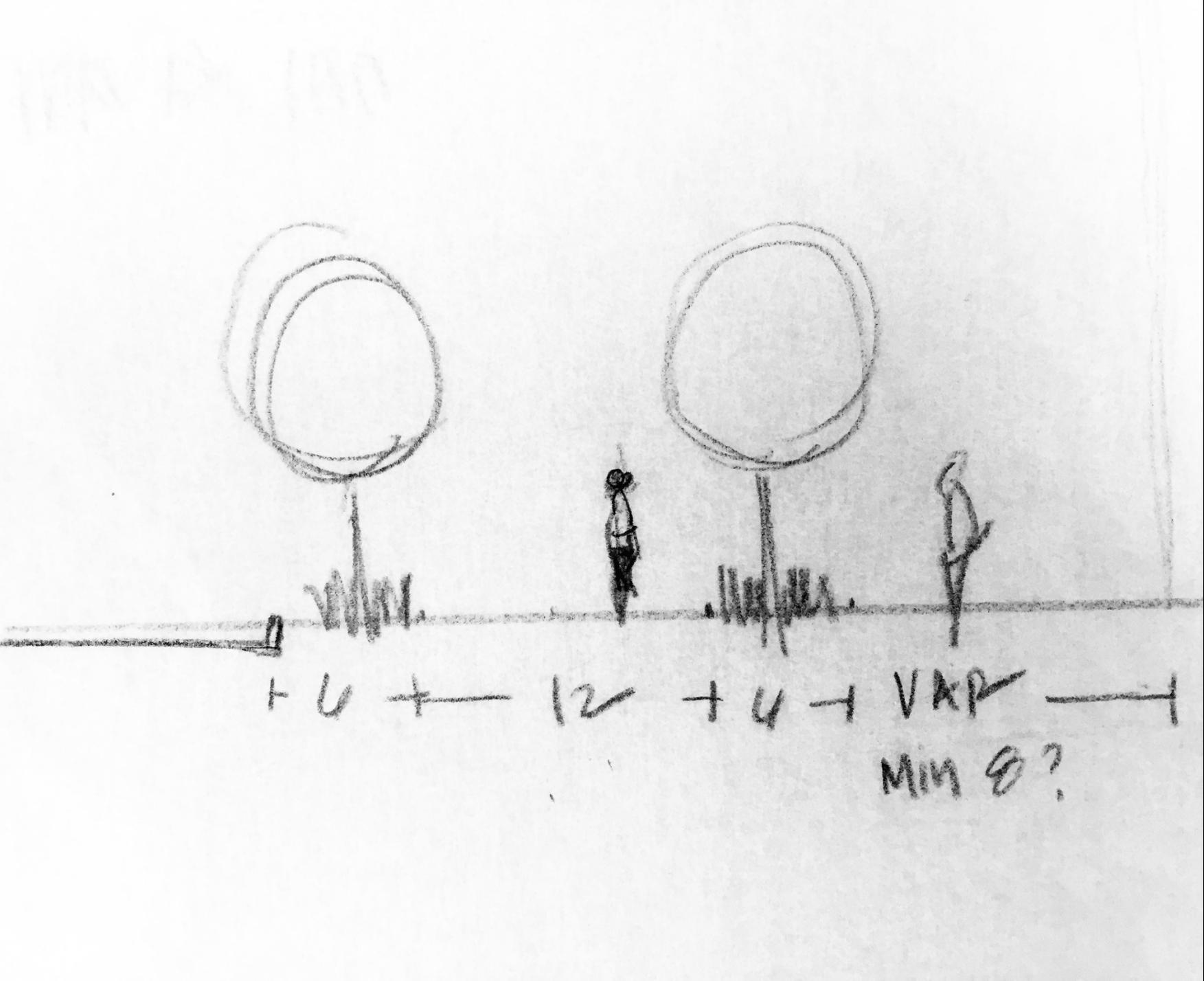
Weekly construction meetings



Future Public Works Director

## Engagement

- 2, 1-week charrettes
- 3 advisory committees
- Individual meetings with property owners
- Open house
- Pop Up Meetings
- Weekly construction meetings



## Design Process

---

"Ideal" typical section

Collaboration of planners, urban designers, landscape architects, and engineers

Outside In









SCHULTZ & CO.  
ACCOUNTANTS

170



NO  
TURNS

7th Place



NO  
LEFT  
TURN

NO  
RIGHT  
TURN



# 100%

OVERLAP

---

Planning concurrent  
with final design



## NO PRESSURE

---

Mayor wanted the first  
segment fully constructed  
before leaving office

# 9

MONTHS

---

0% to final design  
of Jackson Street in  
9 months

# 100%

FUNDED

---

Fully City funded project  
(8 80)

# 3

COMMITTEES

---

Community, Technical, and  
Policy Advisory committees



## DEVELOPMENT

---

Economic development  
driving factor

# Vision

---

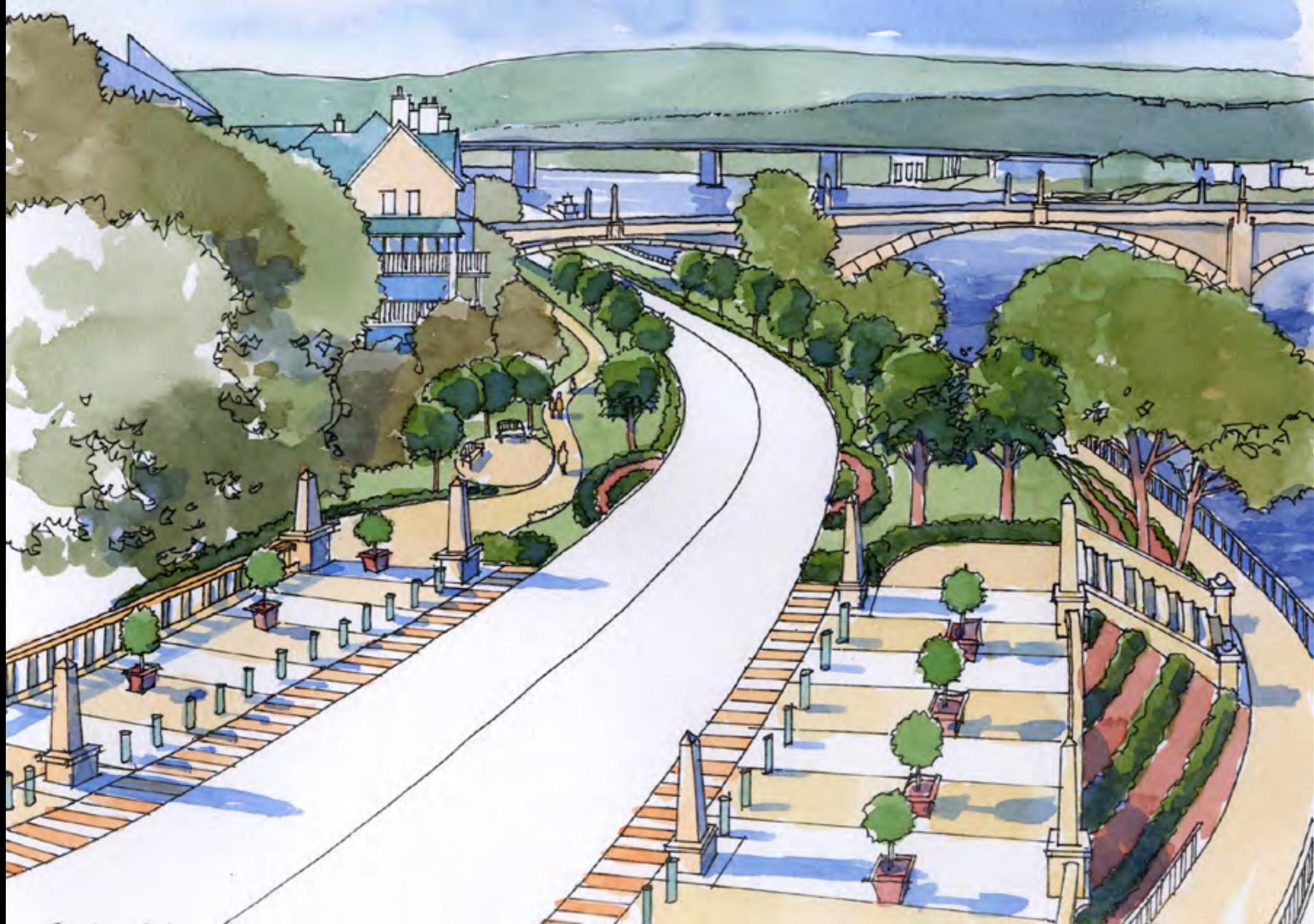
Together we have crafted a world-class standard for bikeway design that will usher in a new era of streets – streets that accommodate all users of the system, no matter their mode, age or ability. – Mayor Coleman



# CHATTANOOGA

Repairing the Relationship





**With 2020 hindsight, you decide the truth:**

**Option A:** *“The City’s lifeblood is the highway. The mobility it provides is vital for economic health and the convenience of the motoring public. If anything, the highway should be expanded to fight congestion. Removing it is simply anti-progress.”*

**Option B:** *“Walkability and access to the waterfront, parks, trails, and other places in the downtown is key to the economic and social health of the City. The highway has contributed to the woes of the City and needs to be replaced with something that contributes to an urban context.”*











# RIVERBEND '08



CHATTANOOGA, TENNESSEE - JUNE 6 - 14, 2008





RIVERBEND '08



CHATTANOOGA, TENNESSEE - JUNE 6 - 14, 2008





---

# THANK YOU!

---

**TOOLE**  
DESIGN

Cindy Zerger AICP, ASLA  
czerger@tooledesign.com

 @path\_as\_place

Ian Lockwood PE  
ilockwood@tooledesign.com

 @ianlockwood