Travel behavior and the built environment

- Traditional neighborhoods
- The suburbs and PUD (planned unit developments)
  - “Perhaps the stock recipe for planning new communities has become all too familiar: subdivide the land into self-contained developments “pods” made accessible by a loop collector street; develop an entry statement and architectural theme to be carried out throughout the various housing types, and build an amenity area as a focal point with appropriate facilities for a select market segment.”
- Neo-traditional neighborhoods

The neotraditional vision

- Land use mix
  - Much finer grain of land use mixing
  - Encourage residents to walk
  - Residential units above storefronts
  - Convenience stores on a street corner
  - Small offices are interspersed throughout the community
The neotraditional vision

- Density
  - Smaller lots
  - Most housing units are within 10-min walk of the town center or various activity opportunities

The neotraditional vision

- Street patterns
  - Grid patterns (could incorporate curve patterns)
  - Reject culs-de-sac
  - Emphasize a system of through connections that give drivers/travelers choices between two points

Effect of cul-de-sac design

- Results in congested arterials
- Congestion results in pressure to expand arterials
- In classic suburban design - through traffic is the “biggest problem”
  - It is hard to provide sufficient amounts of roadway space for all the development desired
  - “Lack of through streets” places all traffic on the limited number of through arterials
  - Turning movements often slow traffic further
The neotraditional vision

- Pedestrian circulation
  - Put pedestrians back on streets
  - Sidewalks aligned next to curb
  - Houses and buildings pushed closer to the curb
  - Buildings are scaled so as not to overwhelm streets
  - Formally arranged trees
  - Parallel parking
  - Garage in the rear
  - Narrower streets