

The New York Times December 28, 2005


Trying to Build the Grand Central of the West

The Transbay Terminal is sometimes referred to by planners and developers here as the missing tooth in a smile ...



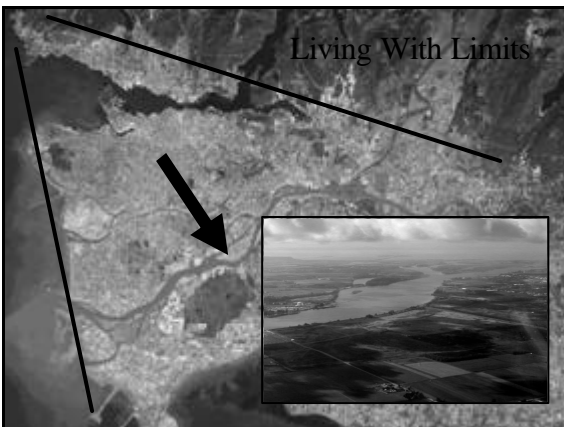
The surrounding 40-acre area, much of it opened up after highways damaged in the 1989 earthquake were demolished, is to become San Francisco's most densely populated neighborhood, based on a planning model known as **Vancouverism**.

Named after the city in British Columbia, Vancouverism is characterized by tall, but widely separated, slender towers interspersed with low-rise buildings, public spaces, small parks and pedestrian-friendly streetscapes and facades to minimize the impact of a high-density population.




49 N





Vancouver Region Population – 2.1 million Growth – 23,200 people/yr	Denver MSA Population – 2.2 million Growth – 40,500 people/yr
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CITY OF VANCOUVER
 Area - 44 sq. miles
 Population - 568,000
 Largest of 21 municipalities in the Greater Vancouver Regional District.

City of Denver
 Area - 154.6 sq. miles
 Population - 557,000

1887

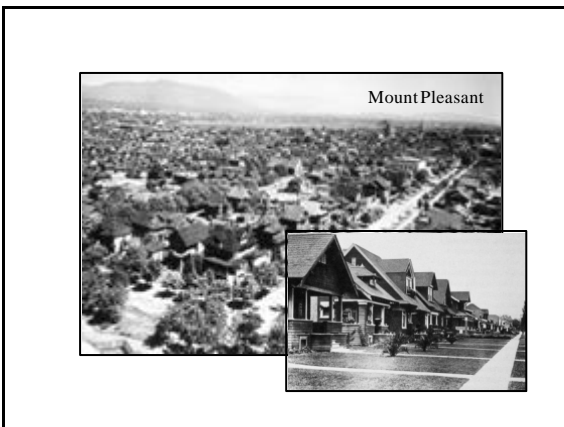
Los Angeles

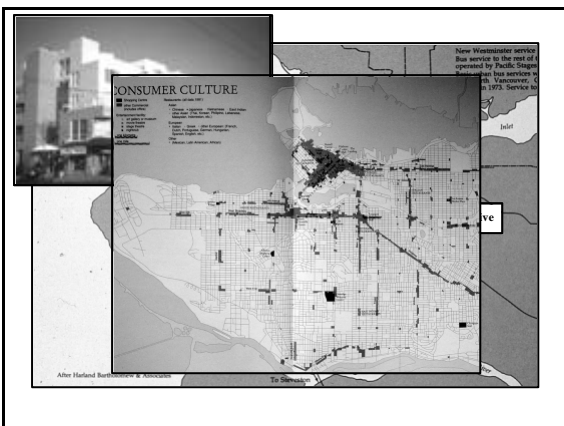
San Francisco

Portland

Seattle

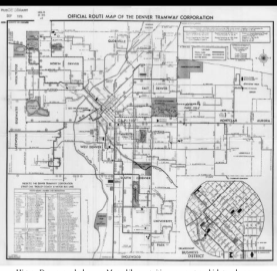






② DENVER STREETCAR PLAN

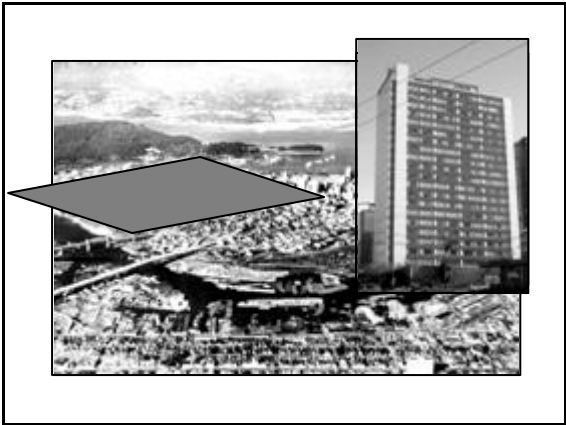
OFFICIAL 1893rd MAP OF THE DENVER TRAMWAY CORPORATION



History: Denver once had 260 miles of streetcars. Lines and lines miles of infrastructure. The streetcars disappeared from Denver in 1955. They were replaced primarily with "buckles" - electric buses that used overhead wires. Some of the lines that did not have overhead wires could be converted to a private right-of-way use. The electric buses would eventually be replaced by one way street program.

Meanwhile, most cities were doing exactly the same thing as Denver. Stripped of their downtown from America. A few cities however, buckled the trend and held onto the streetcar. Some of the lines that were used were converted to bus routes. Like a downtown streetcar as a private right of way through a world.

American thought of streetcar as an impediment to motor vehicle travel, unnecessary with the invention of buses and paved roads. Transit companies, which were private and usually heavily regulated, did not have sufficient capital to replace equipment and the lines as a cheap, more flexible substitute. General Motors, Ferguson Inc, and other major interests bought up streetcar companies and replaced their fleets with new GM buses.



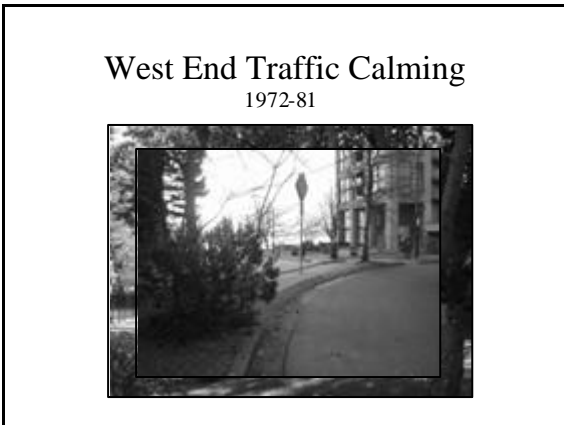


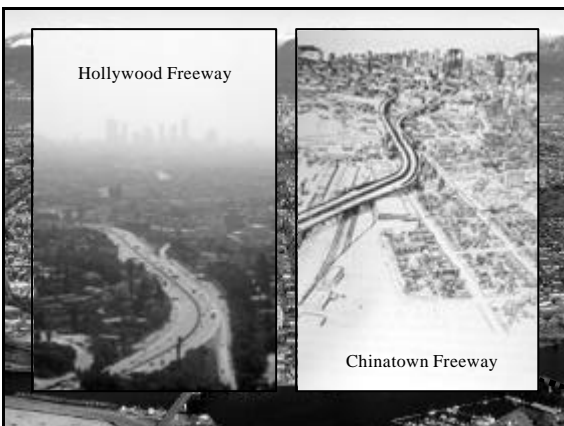




HEIGHT = DENSITY
DENSITY = OVERCROWDING
OVERCROWDING = SOCIAL DECAY



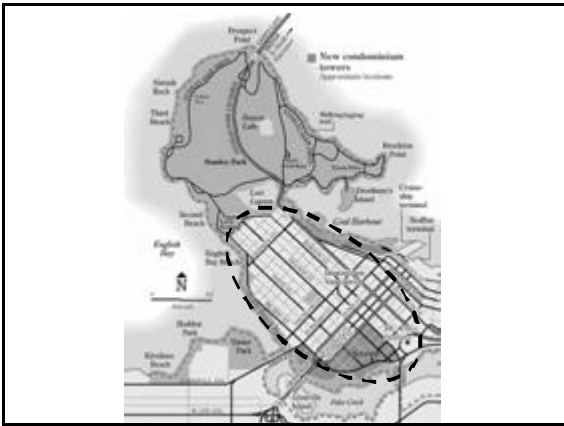






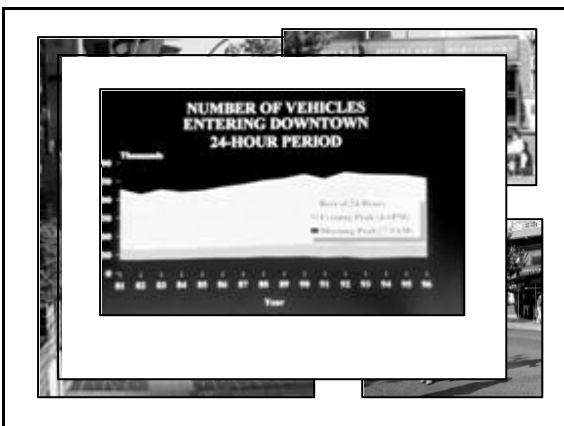






What Happened

- There was an explosive increase in the number of cyclists and in-line skaters:
 - Bikes and blades now make up two-thirds of use on seawall
 - Peak volumes along the seawall can be up to 1,500 users per hour



Auto and Pedestrian Movements
Downtown (per day)

1994

- 116,998 auto movements
- about 70,000 pedestrian movements

1999

- 101,371 auto movements
- 108,500 pedestrian movements

Auto and Pedestrian Movements
Downtown (per day)

1994

- **116,998 auto movements**

1999

- **101,371 auto movements**
(Down 13 percent)

Auto and Pedestrian Movements
Downtown (per day)

1994

- **about 70,000 pedestrian movements**

1999

- **108,500 pedestrian movements**
(Up 55 percent)

Commentary Transportation Plan

Downtown Access Congestion Reduced 1974-1996

- Access congestion may decrease more to 2021.

hrs)
Downtown

THE VANCOUVER SUN

“Downtown, about 28 percent of residents walk to work, 42 percent of people coming into the downtown core arrive on mass transit, while fewer people are coming into the area by car.”

-August 30, 2004

THE VANCOUVER SUN August 30, 2004

Fewer vehicles on road as people opt for transit

The number of vehicles in the city of Vancouver has dipped slightly for the first time after a steady increase over a decade, according to ICBC statistics....

Year	Number of Vehicles (Approximate)
1994	250,000
1995	255,000
1996	260,000
1997	265,000
1998	270,000
1999	275,000
2000	280,000
2001	285,000
2002	290,000
2003	285,000
2004	280,000

Choice vs Auto Dependence



VANCOUVER:

Looks like a
20th-century city.

Works like a
19th-century city.





**Living First
Downtown**

