Better urban mobility through freedom of choice

Peter Norton
University of Virginia

ULI San Antonio
Leadership Luncheon

Building Healthy Corridors
Transforming Urban and Suburban Arterials into Thriving Places

Mays Family Center
The Witte Museum
San Antonio

Thursday, November 21, 2019

from Lon Tinkle, *The Key to Dallas* (1965)

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The Corpus Christi Times
EVENING EDITION

57TH YEAR—NO. 249
CORPUS CHRISTI, TEXAS, THURSDAY, APRIL 20, 1967

Dallas County Tries To Outlaw Walking

DALLAS, (AP) — Dallas' gleaming new multi-million-dollar county courthouse has six elevators, two escalators and two staircases to move people around the 12 floors.

But one athletic-minded lawyer discovered that you're not supposed to use the stairs.

Commissioners said the stairs were included to satisfy the building code governing fire precautions. They are located at either end of the building and separated from the corridors by heavy doors.

The impatient attorney who preferred to walk rather than wait for one of the elevators found out the hard way — the stairs are rigged with a special lock that lets you enter from the corridor but won't let you out of the stairwell until you're on the ground floor.

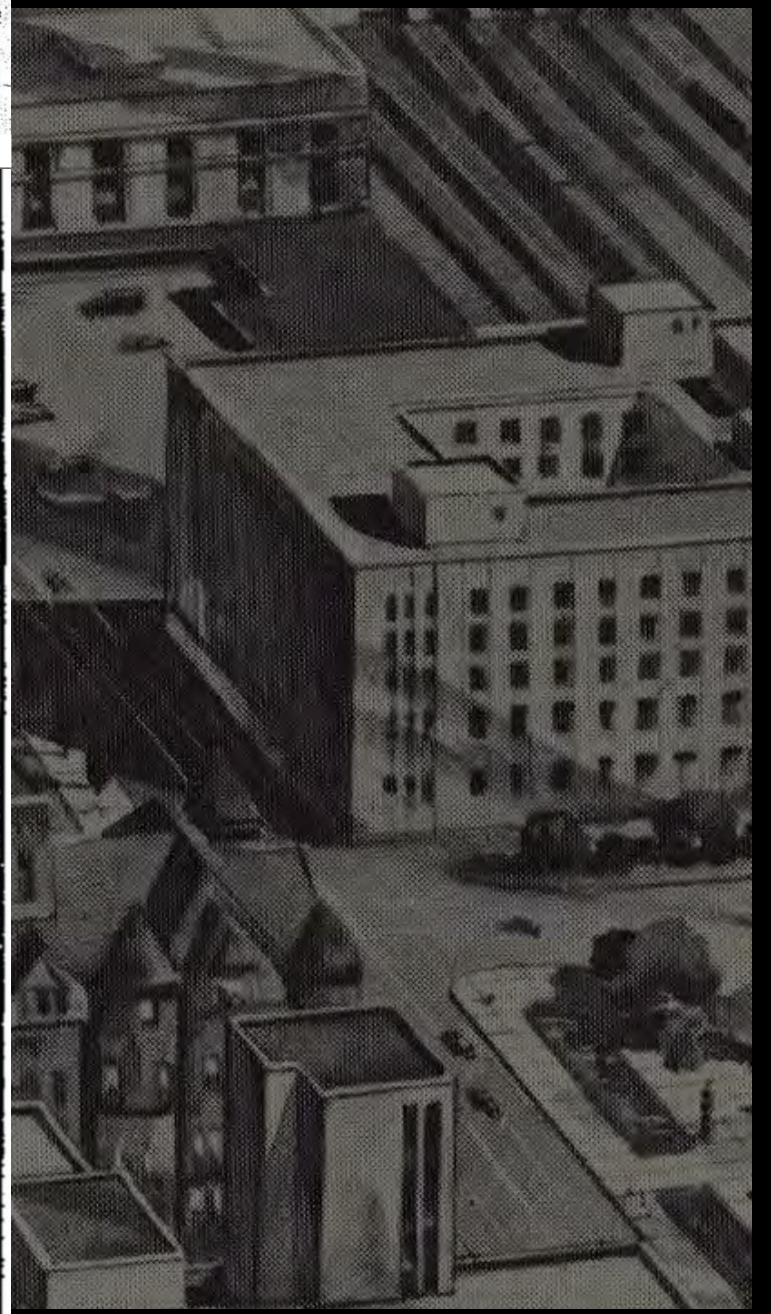
The ground floor door, to complicate matters even more, has a lock which permits an exit from the stairwell into the open air but won't admit persons from the outside into the stairwell.

Commissioners explained that the stairwell was built to make use of the stairs unpopular unless the building is on fire.

Nobody told the lawyer about the sneaky lock and he entered the stairwell, walked down one flight and found himself locked in. He walked back up the stairs and found that door locked tight, too.

He pounded the door and yelled. Thirty minutes later, his cries were heard and the door was opened.

"He should have waited for the elevator like everyone else," a commissioner said.



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THE NEW ENGLAND JOURNAL OF MEDICINE

PHYSICAL ACTIVITY, ALL-CAUSE MORTALITY, AND LONGEVITY OF COLLEGE ALUMNI

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BRENT G. PETTY, M.D.
DAVID M. HERRINGTON, M.D.
Johns Hopkins University
School of Medicine
Baltimore, MD 21205

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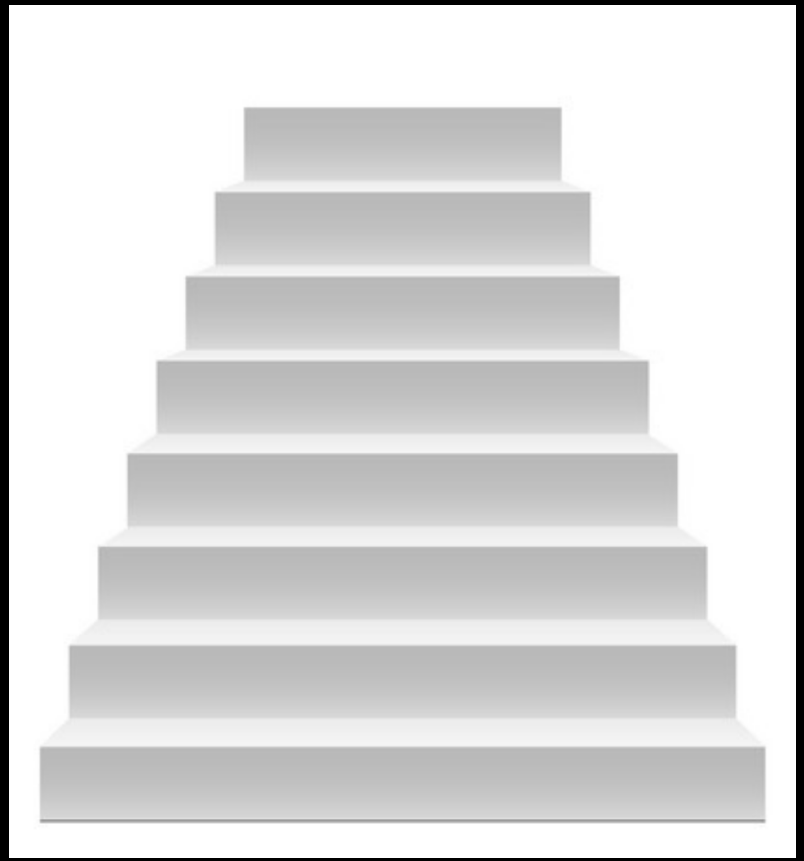

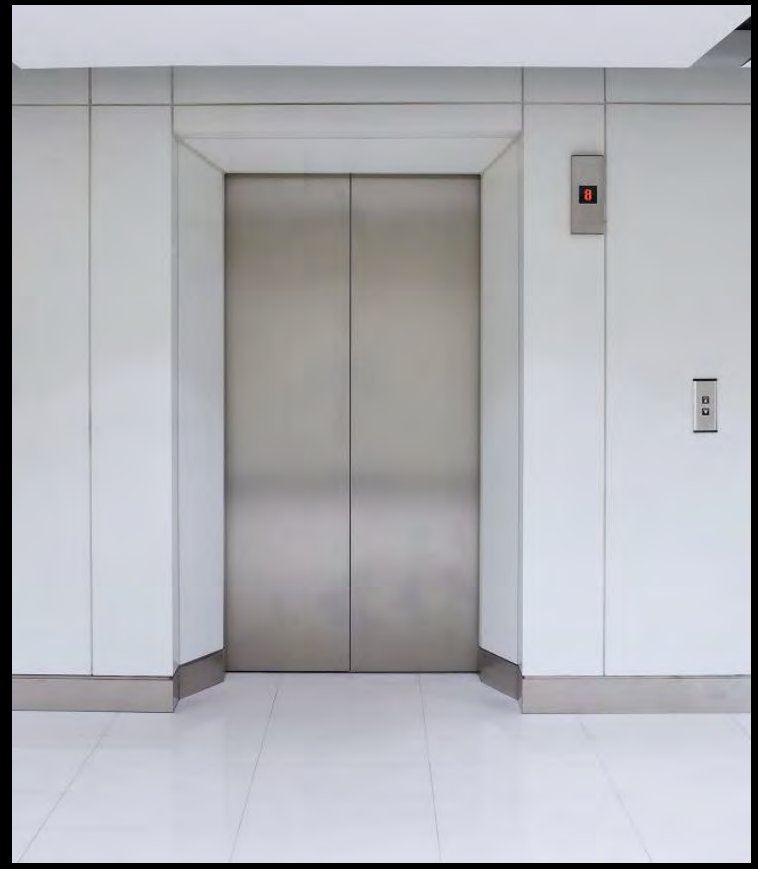
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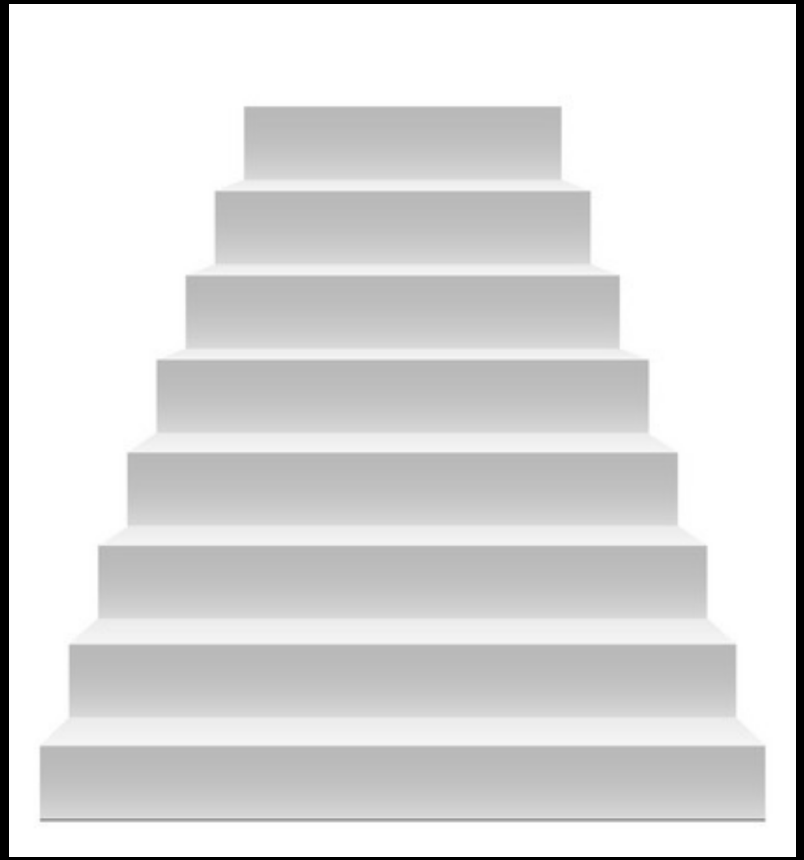
zero tech

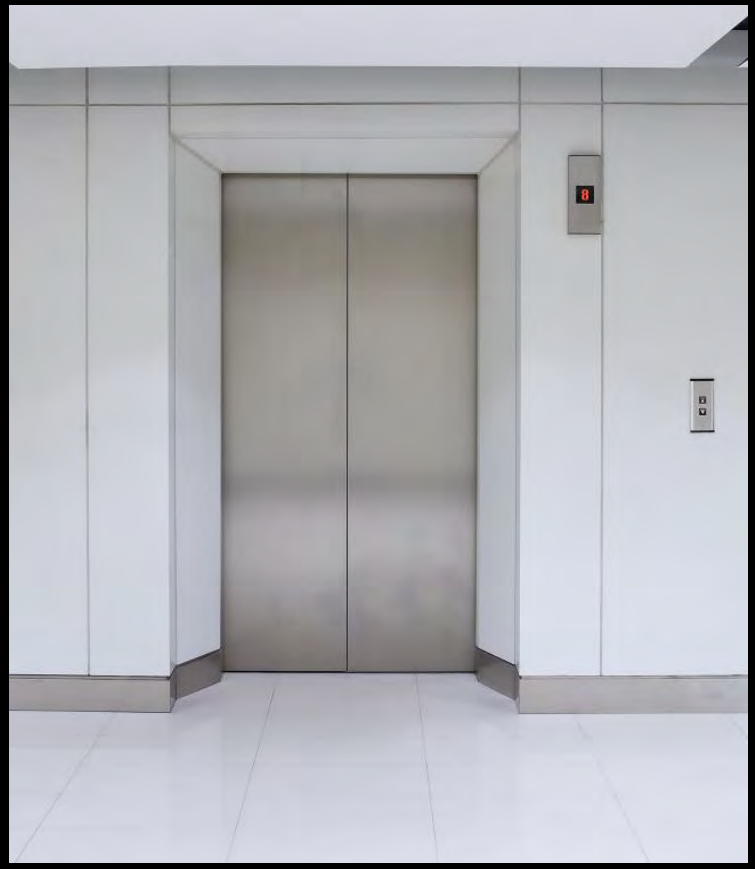
low tech

middle tech

high tech

future tech





zero tech

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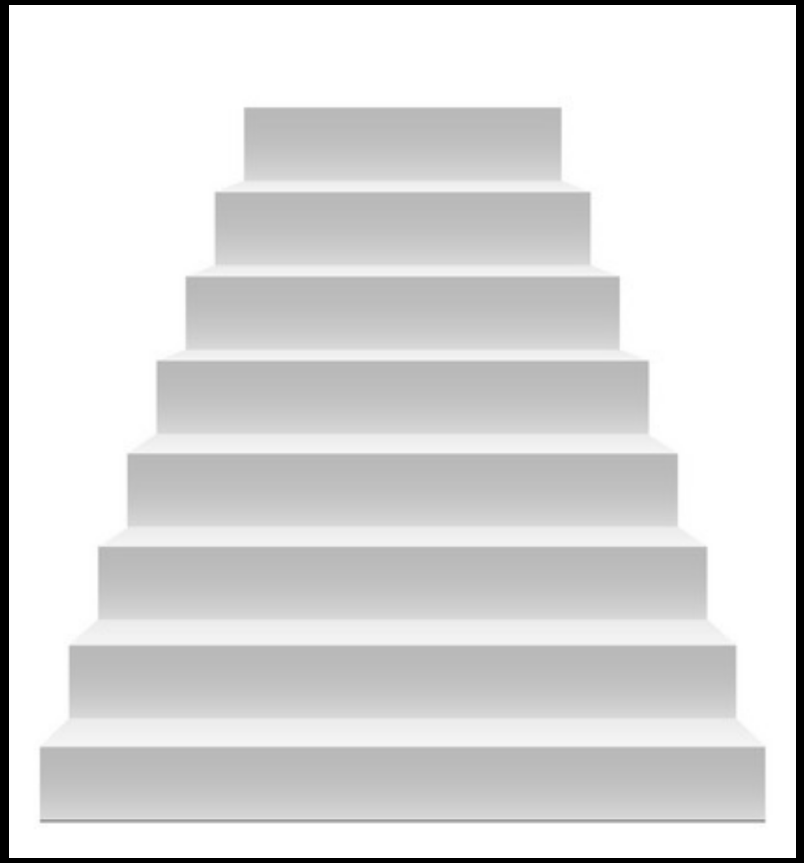
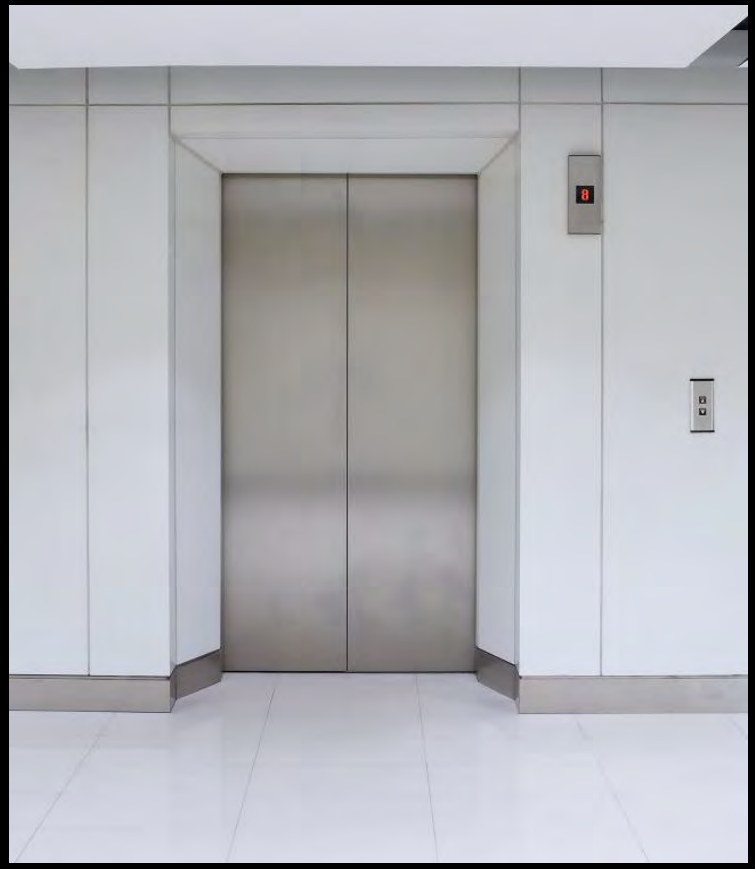
high tech

future tech

full-spectrum innovation





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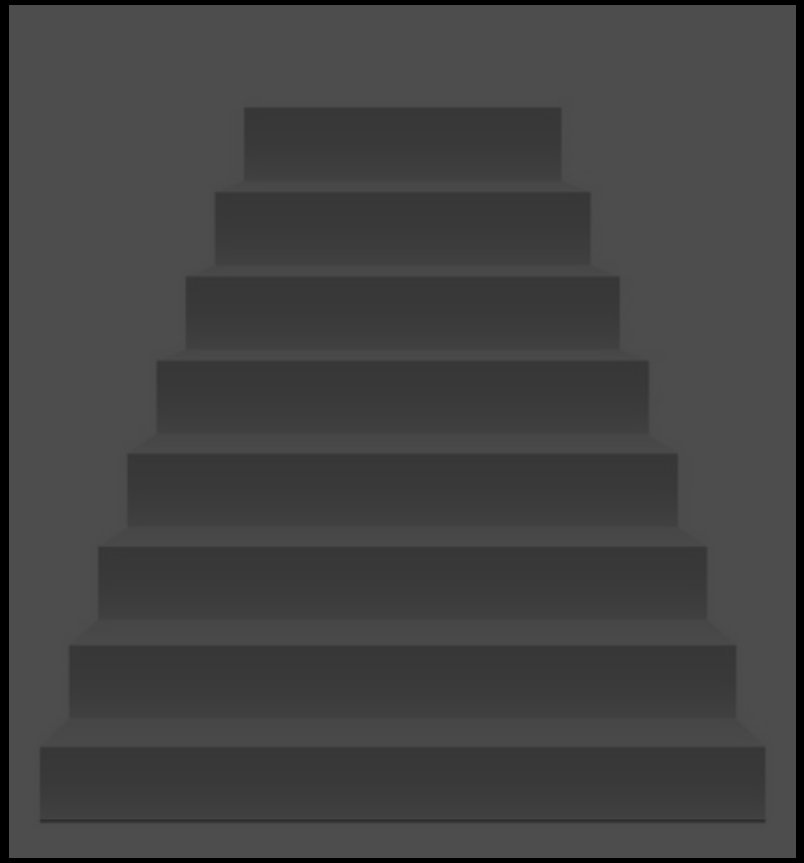

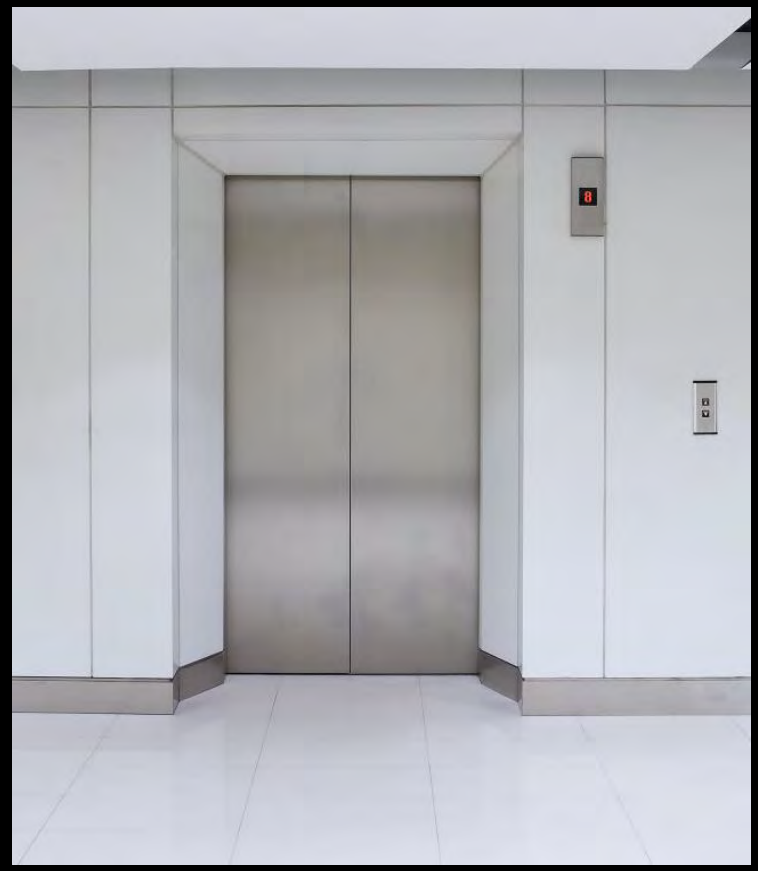

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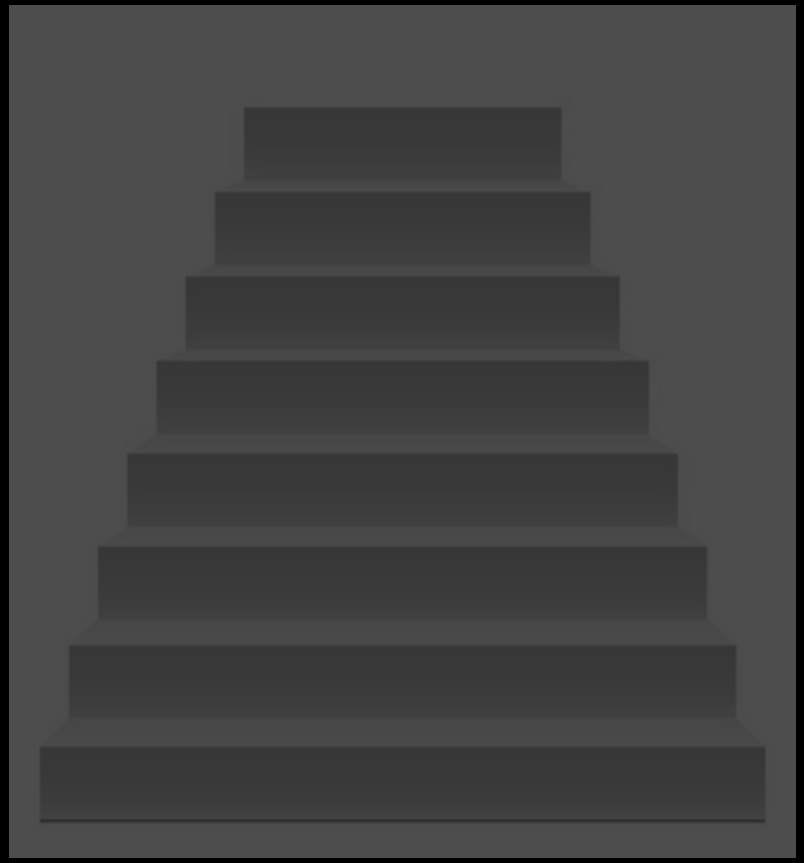

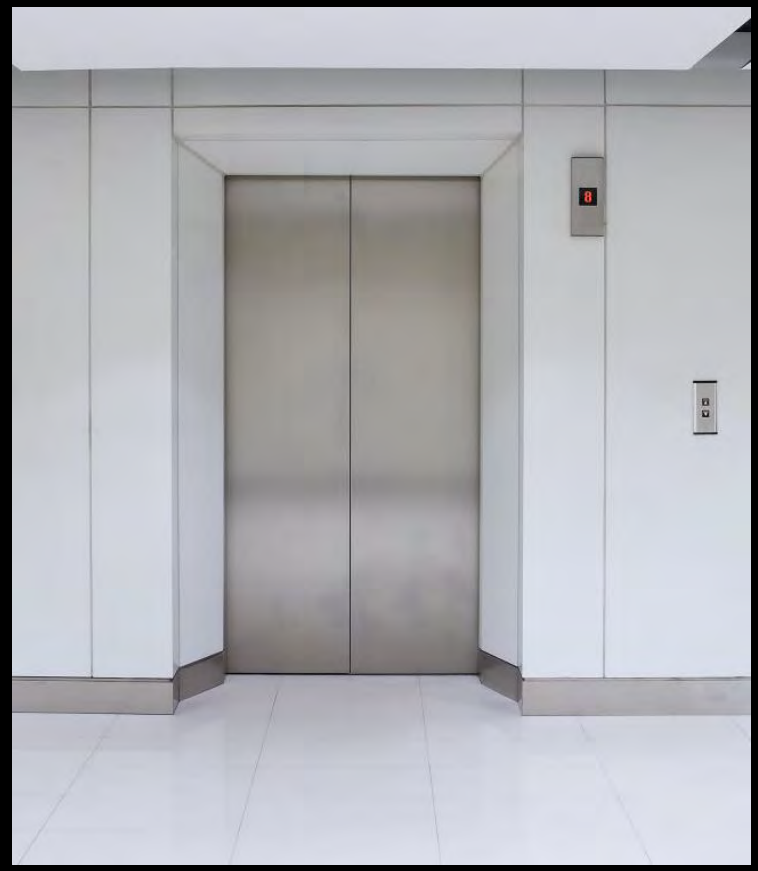

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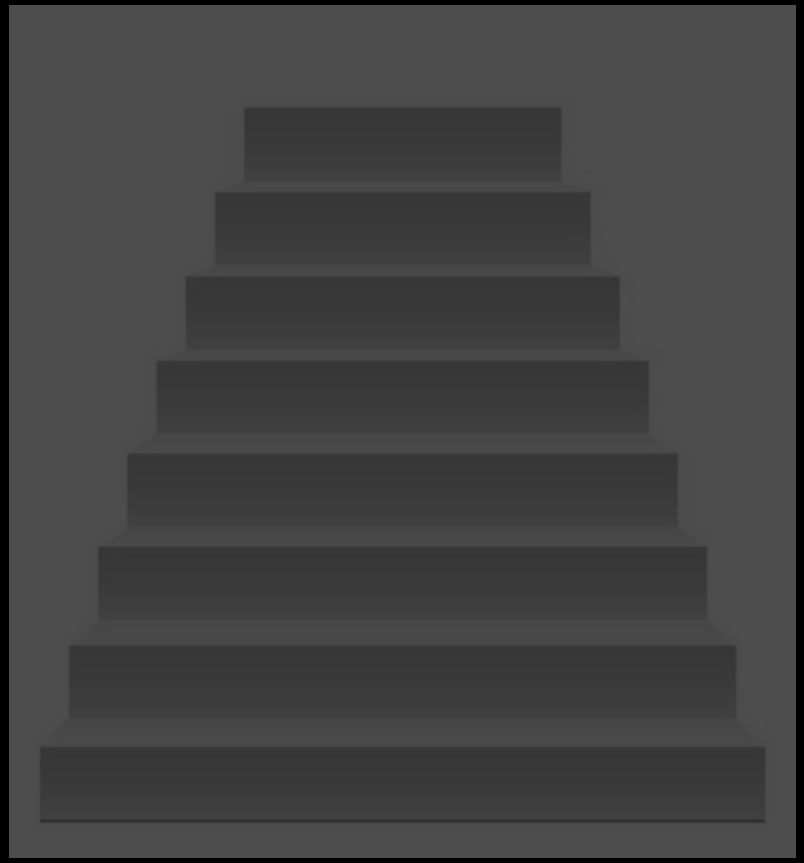

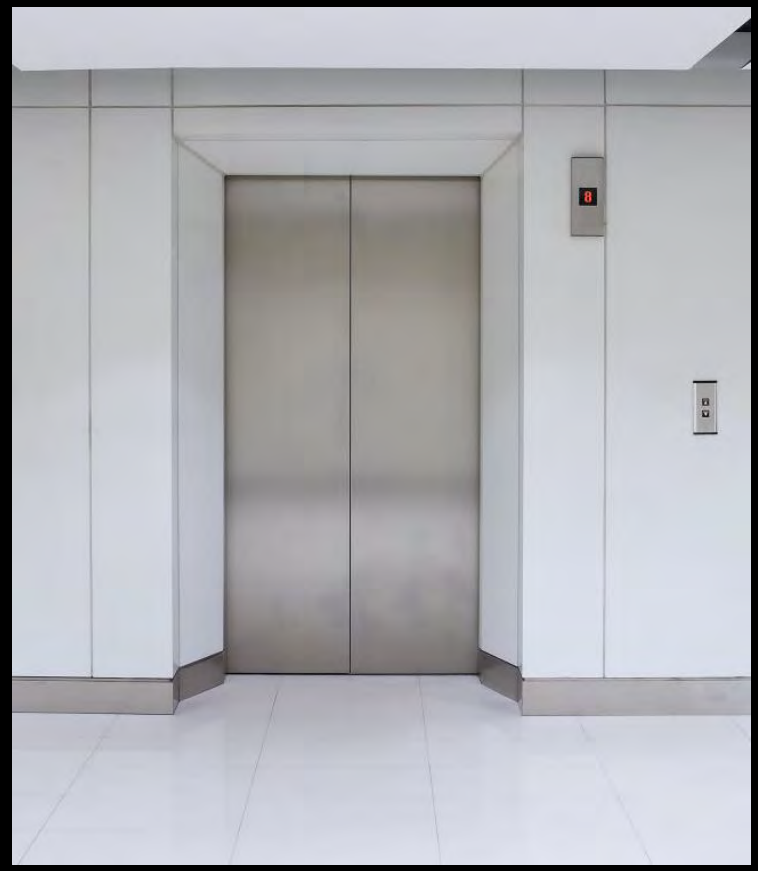

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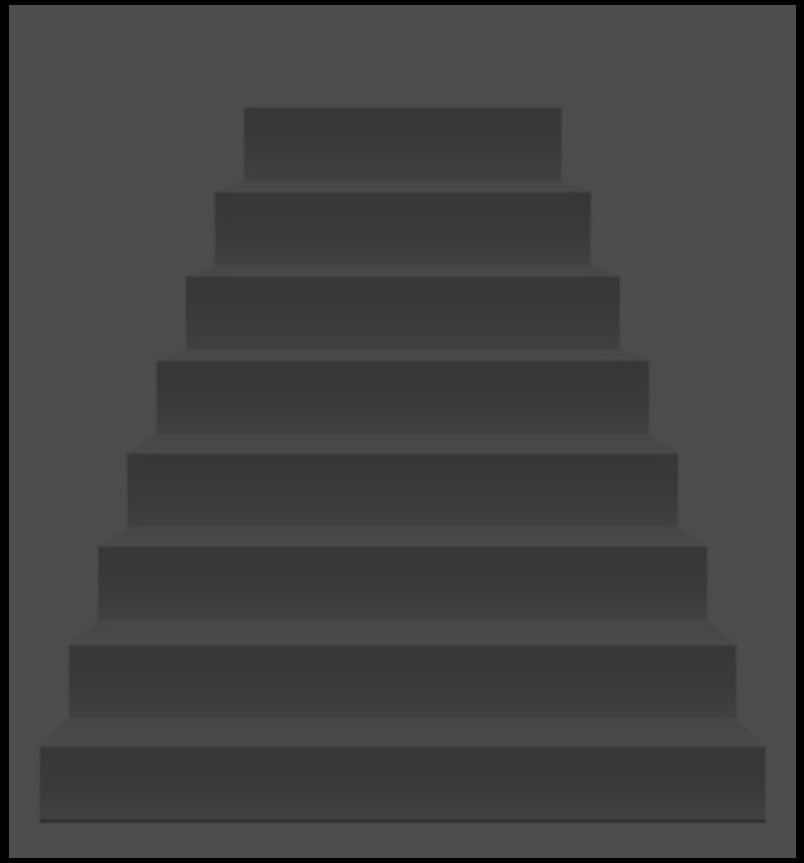

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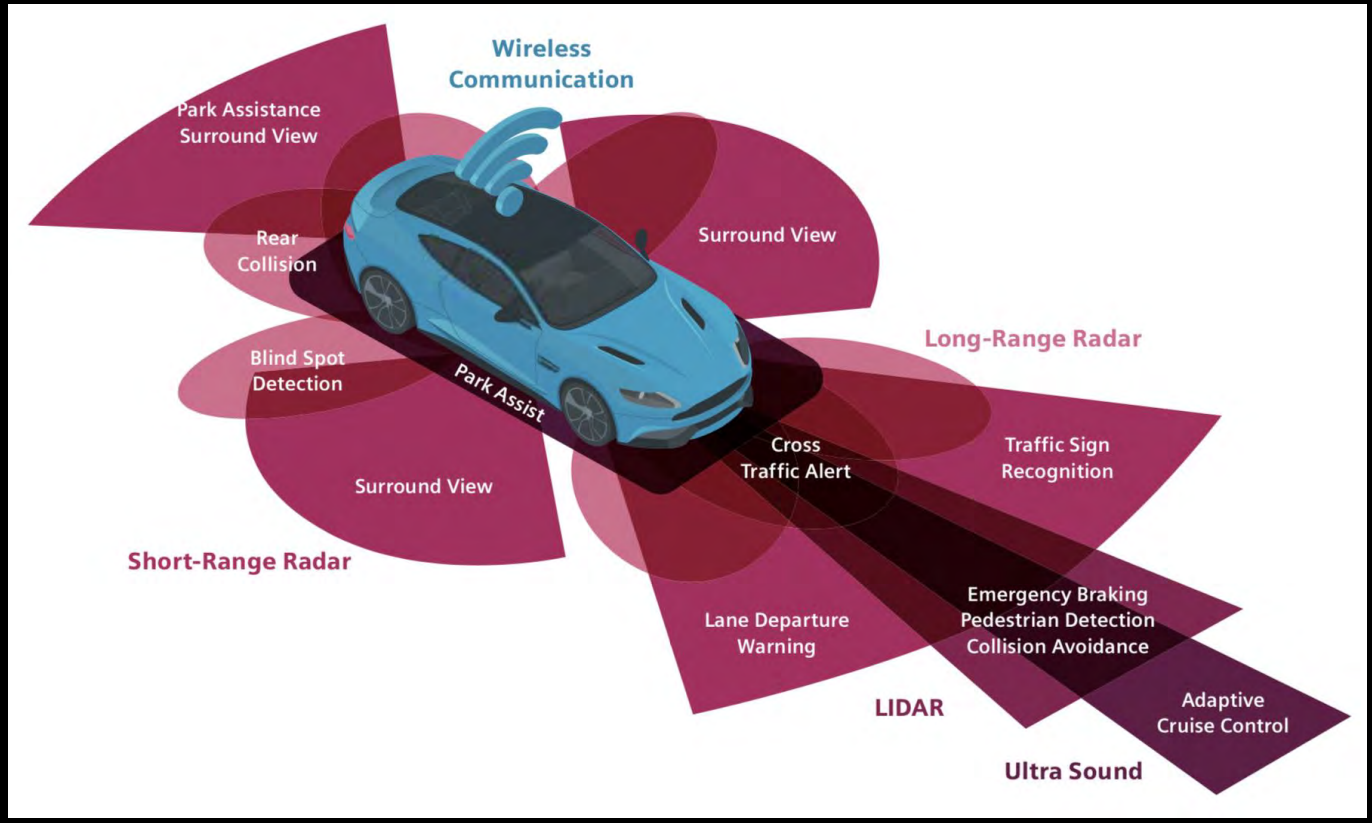

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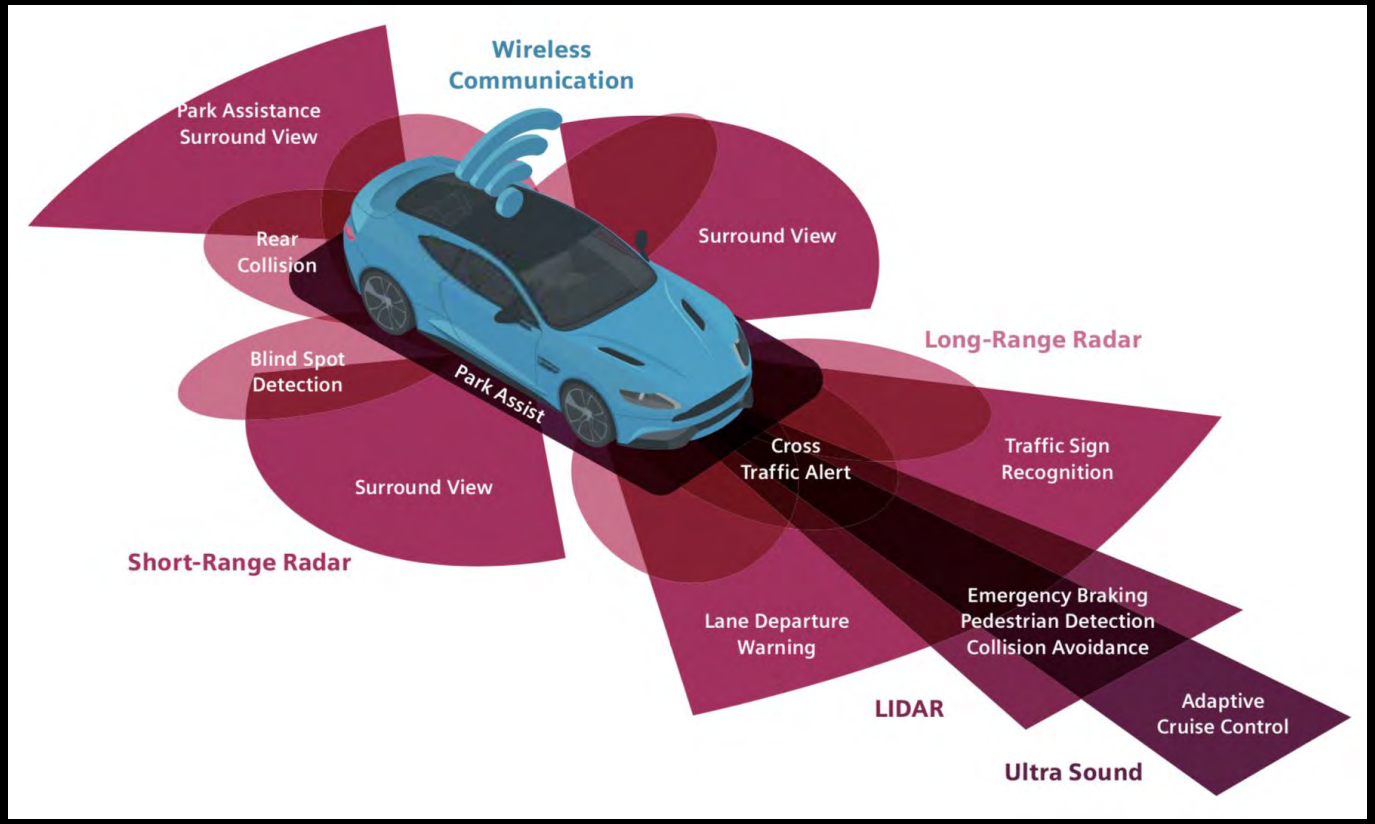

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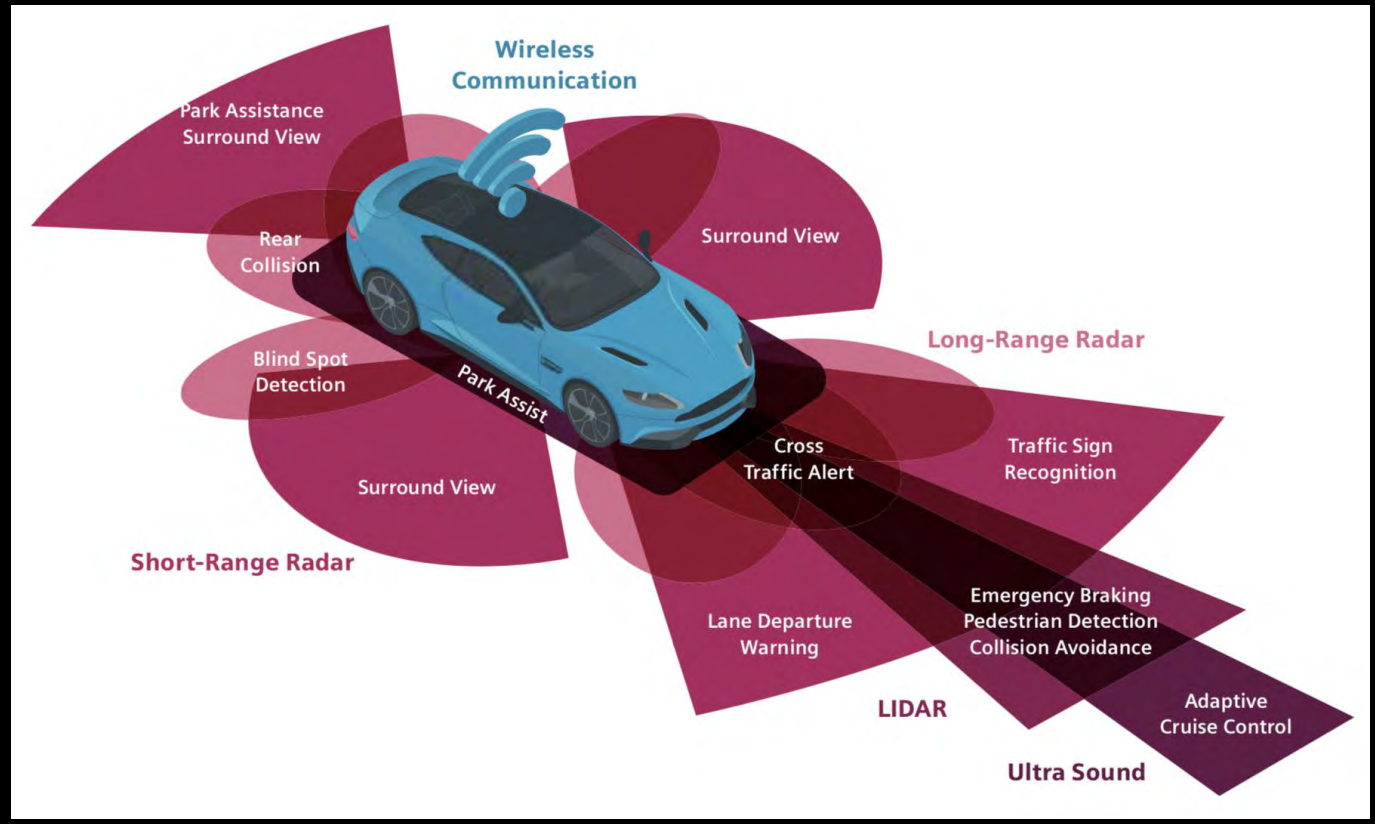

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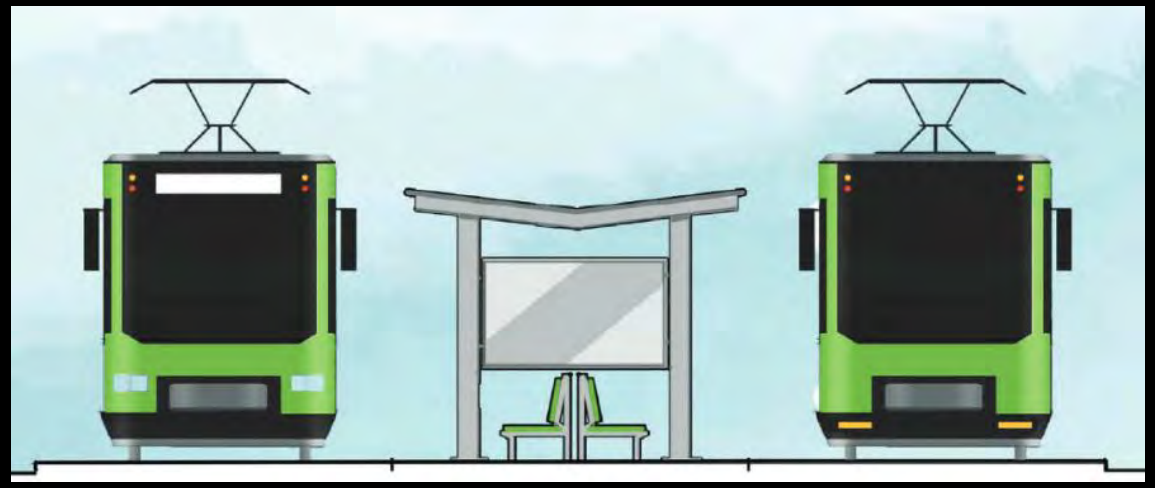

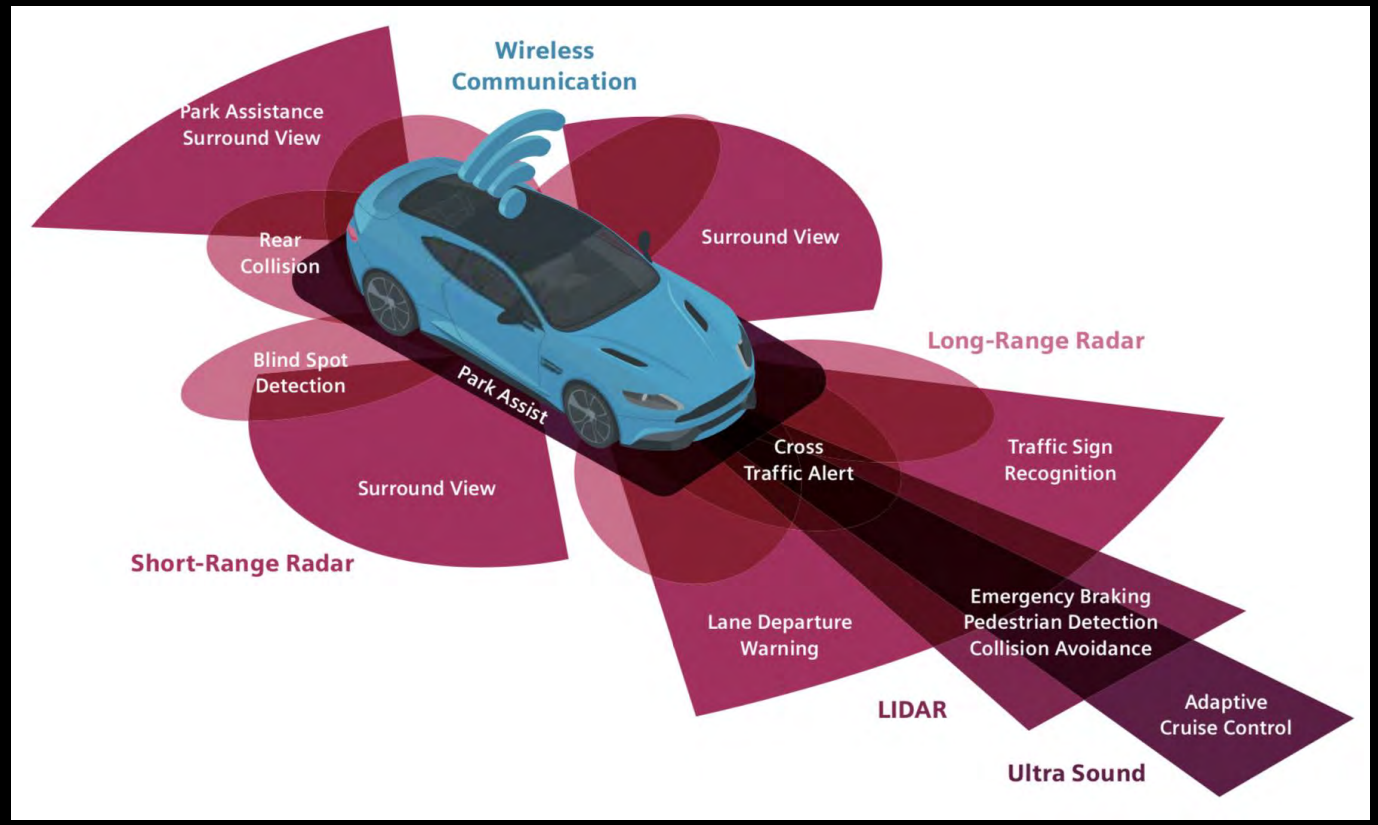

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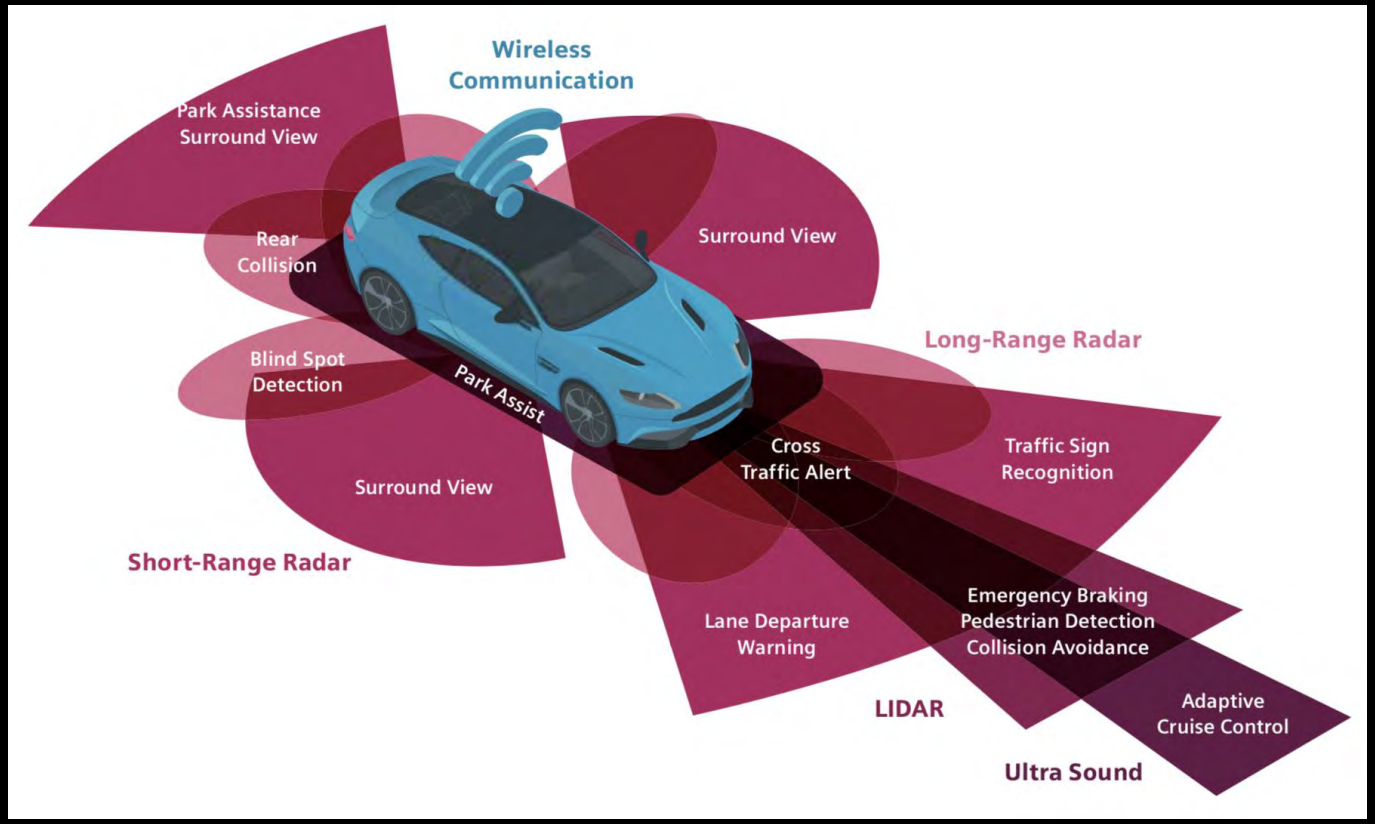
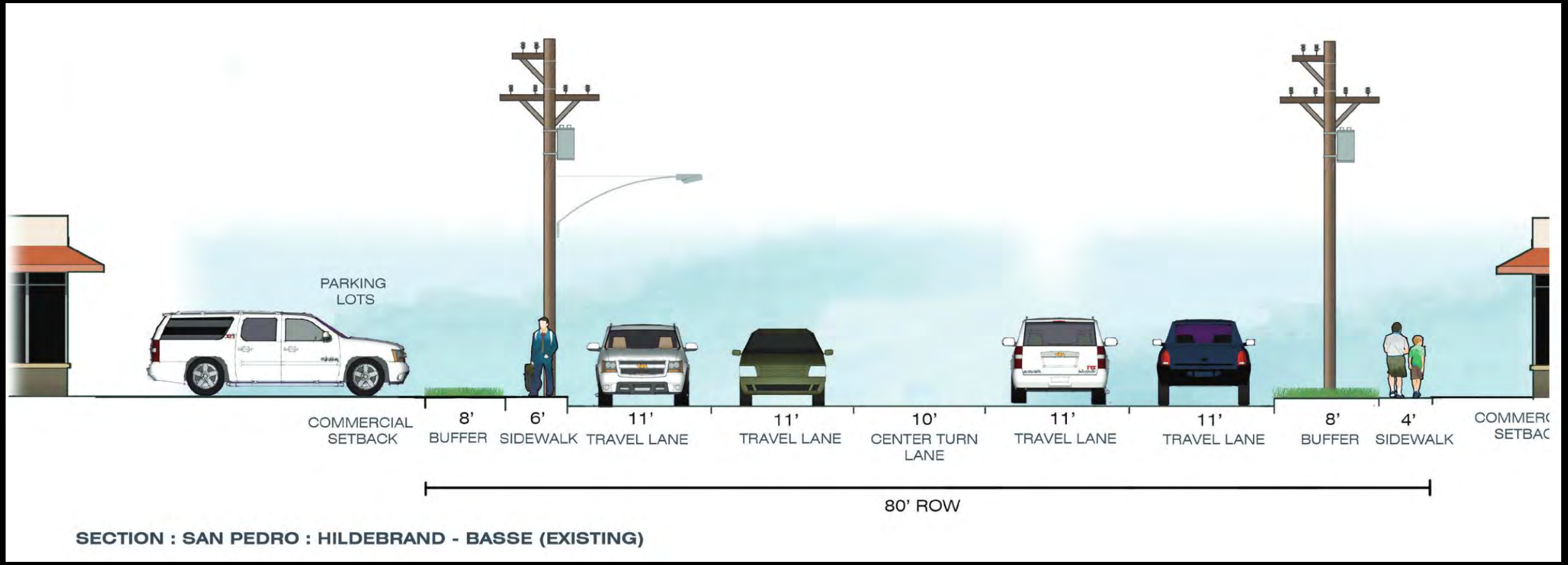


1

We don’t know what people prefer.



SECTION : SAN PEDRO : HILDEBRAND - BASSE (EXISTING)

SA Tomorrow

San Pedro Avenue, San Antonio (photo: Scott Ball / thank you to Bill Barker)


Sign in
Ricky's Autoplex
S Audubon Dr
Fred Loya Insurance
MaxMart
$2.25/Regular
ANB Financial
San Pedro Ave
Clower
Clower
Olmos Park Auto Techs
2D

Case Study No. 4

Measures to Overcome Impediments to Bicycling and Walking

U.S. Department of Transportation
Federal Highway Administration

National Bicycling And Walking Study

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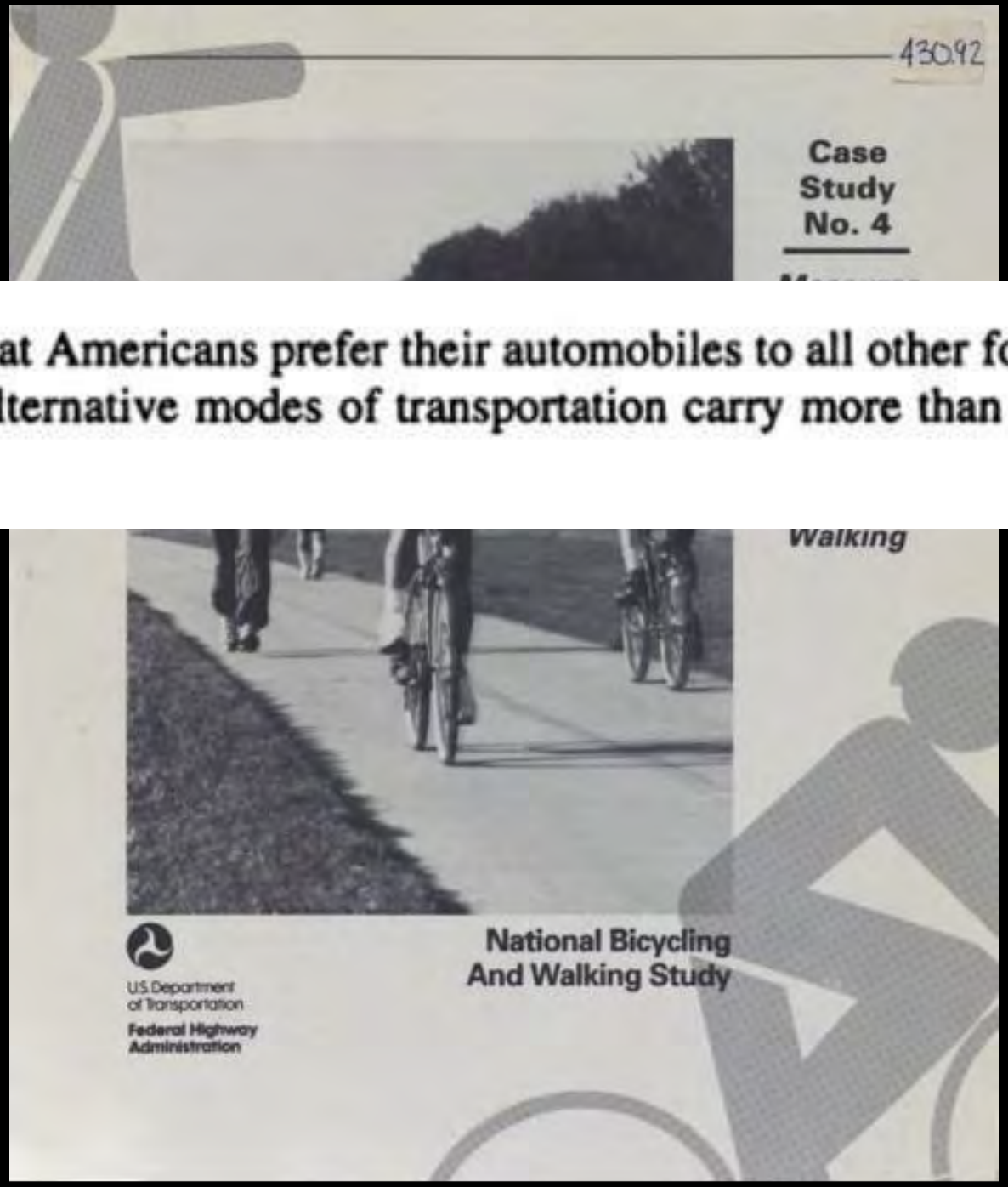
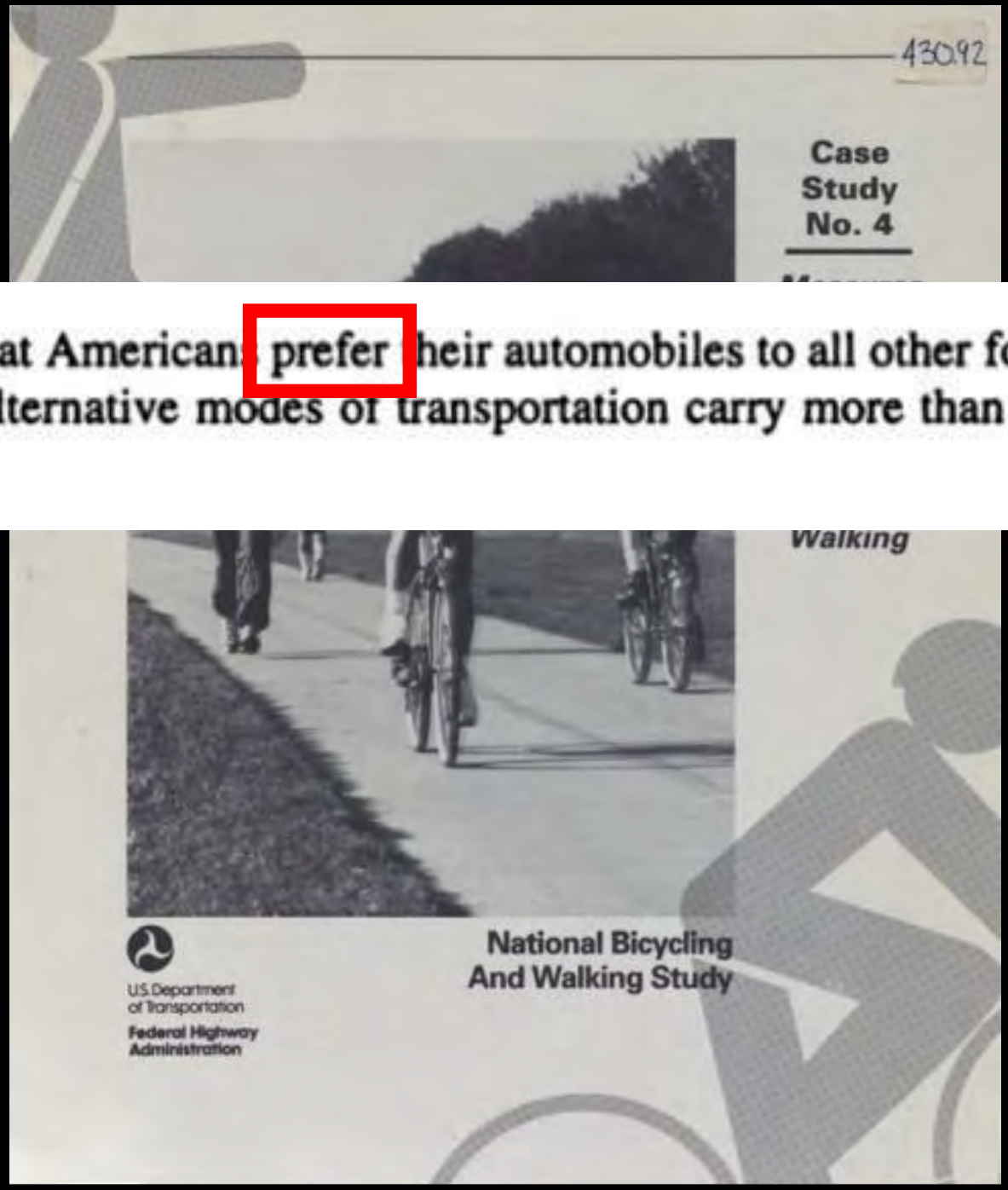


Statistics show that Americans prefer their automobiles to all other forms of transportation. Only in rare cases do alternative modes of transportation carry more than a small percentage of all trips.



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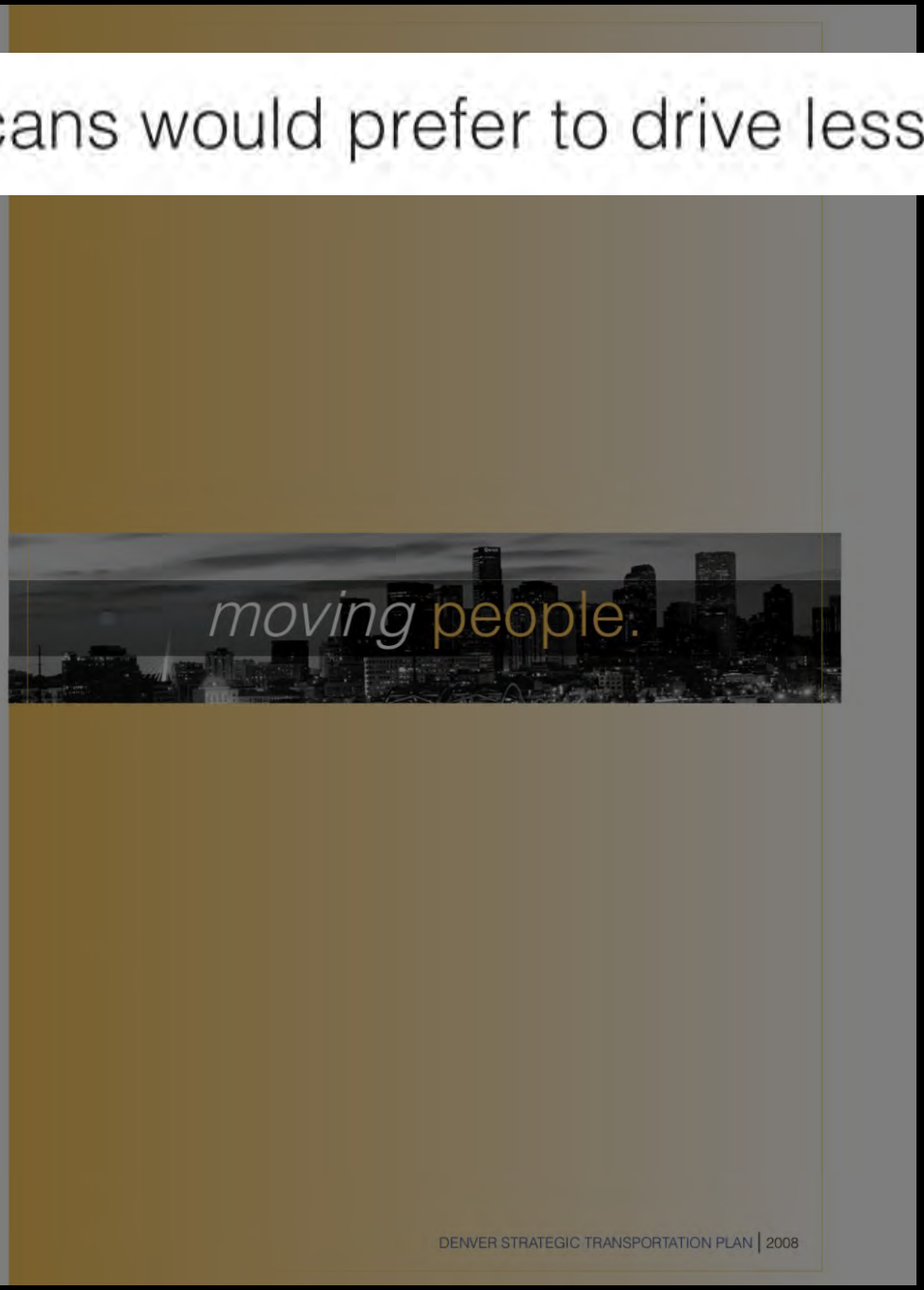
moving people.

- 55% of Americans would prefer to drive less and walk more;



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our behavior illustrates a continued preference to drive.

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Philadelphia, January 3, 1970
Wynnefield and Bryn Maur Aves.
photo: Maurice M. Upton
Phila. Evening Bulletin
Temple Univ. Libraries

2

Health is more than safety.

GENERAL MOTORS

Zero Crashes.

2017 Sustainability Report

Zero Emissions.

Zero Congestion.

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Zero Crashes.

2017 Sustainability Report

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TO OUR STAKEHOLDERS

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At General Motors, our vision of a future with zero crashes, zero emissions and zero congestion addresses the challenges associated with the freedom of mobility. This bold, ambitious vision has the potential each year to save 1.25 million lives by eliminating human error, the root of more than 90 percent of crashes; eliminate over 2 billion tons of carbon dioxide; and give commuters back the week of time they spend in traffic.

Autonomous, electric, shared and connected vehicles will fuel this transformation. Each is leading-edge on its own. Combined, they will provide customers with safer, better and more sustainable vehicles.

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Vehicles That Drive Themselves

Self-driving vehicles will reinvent our society, not only by reducing crashes and saving lives, but also by unlocking the power of mobility for those unable to drive.

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GENERAL MOTORS

Zero Crashes.

2017 Sustainability Report

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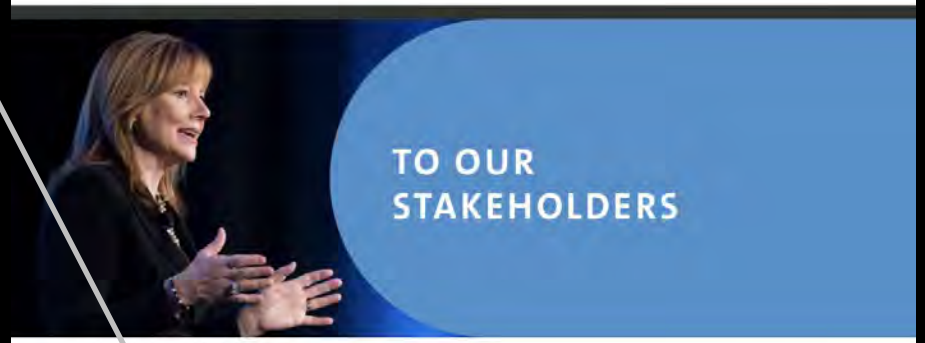

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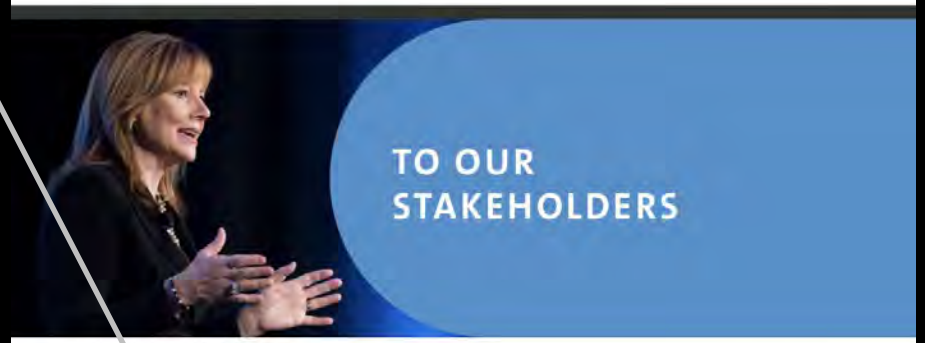

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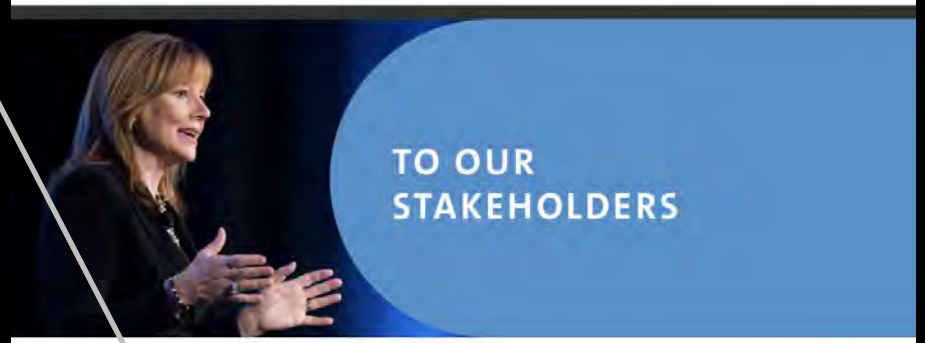

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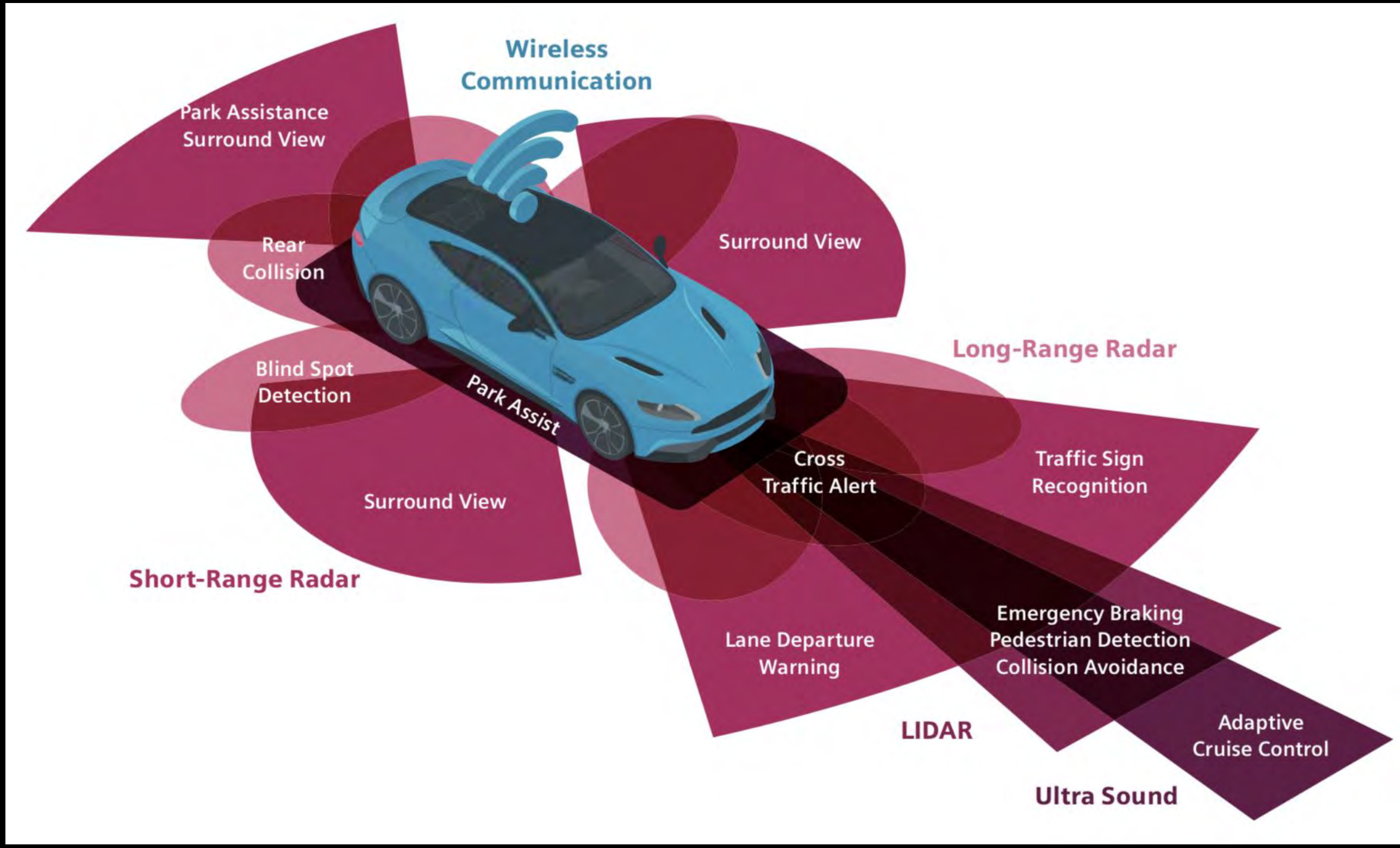
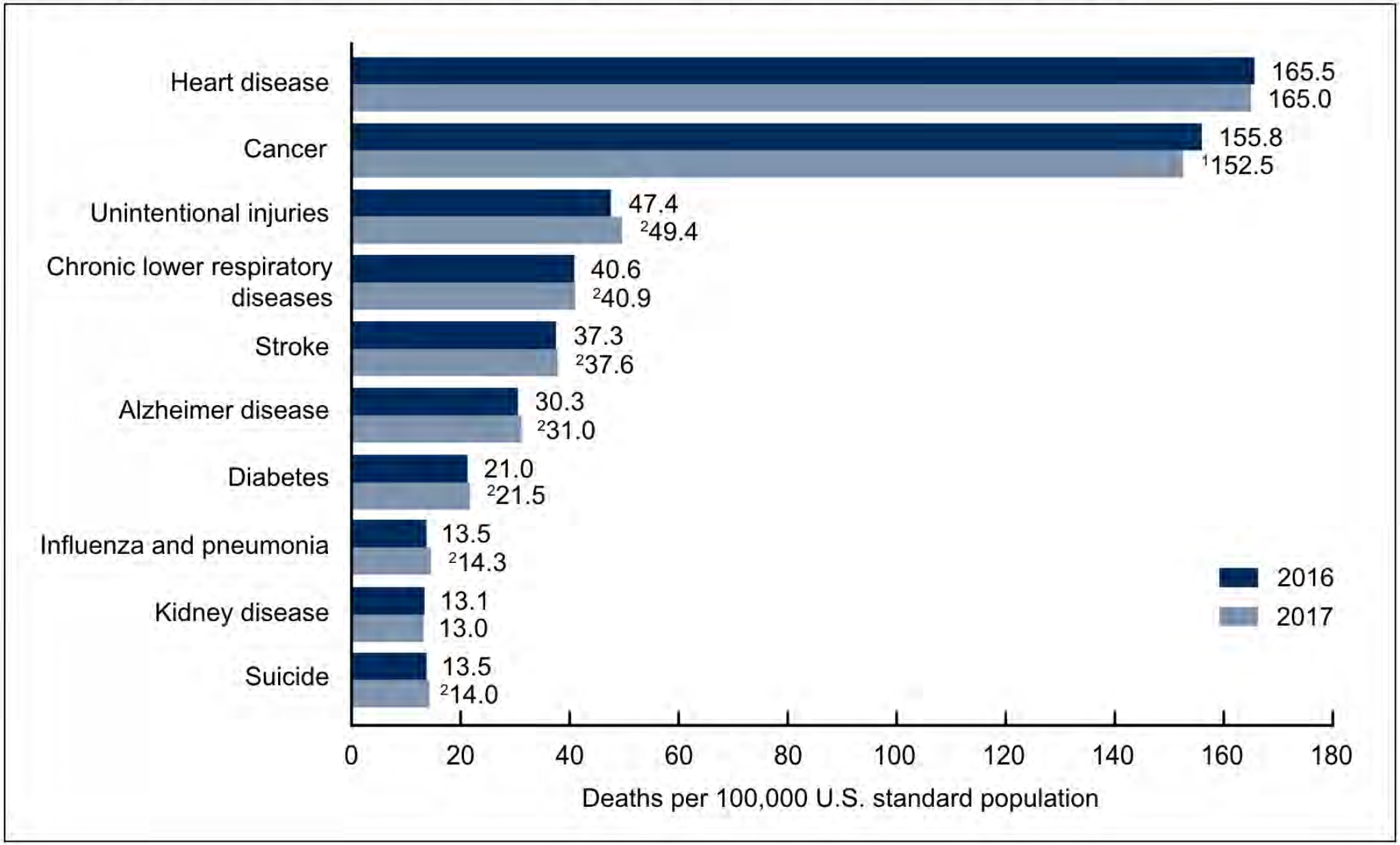

Wireless
Communication
Park Assistance
Surround View
Rear
Collision
Surround View
Long-Range Radar
Blind Spot
Detection
Park Assist
Cross
Traffic Alert
Traffic Sign
Recognition
Surround View
Short-Range Radar
Lane Departure
Warning
Emergency Braking
Pedestrian Detection
Collision Avoidance
LIDAR
Adaptive
Cruise Control
Ultra Sound

Figure 4. Age-adjusted death rates for the 10 leading causes of death: United States, 2016 and 2017



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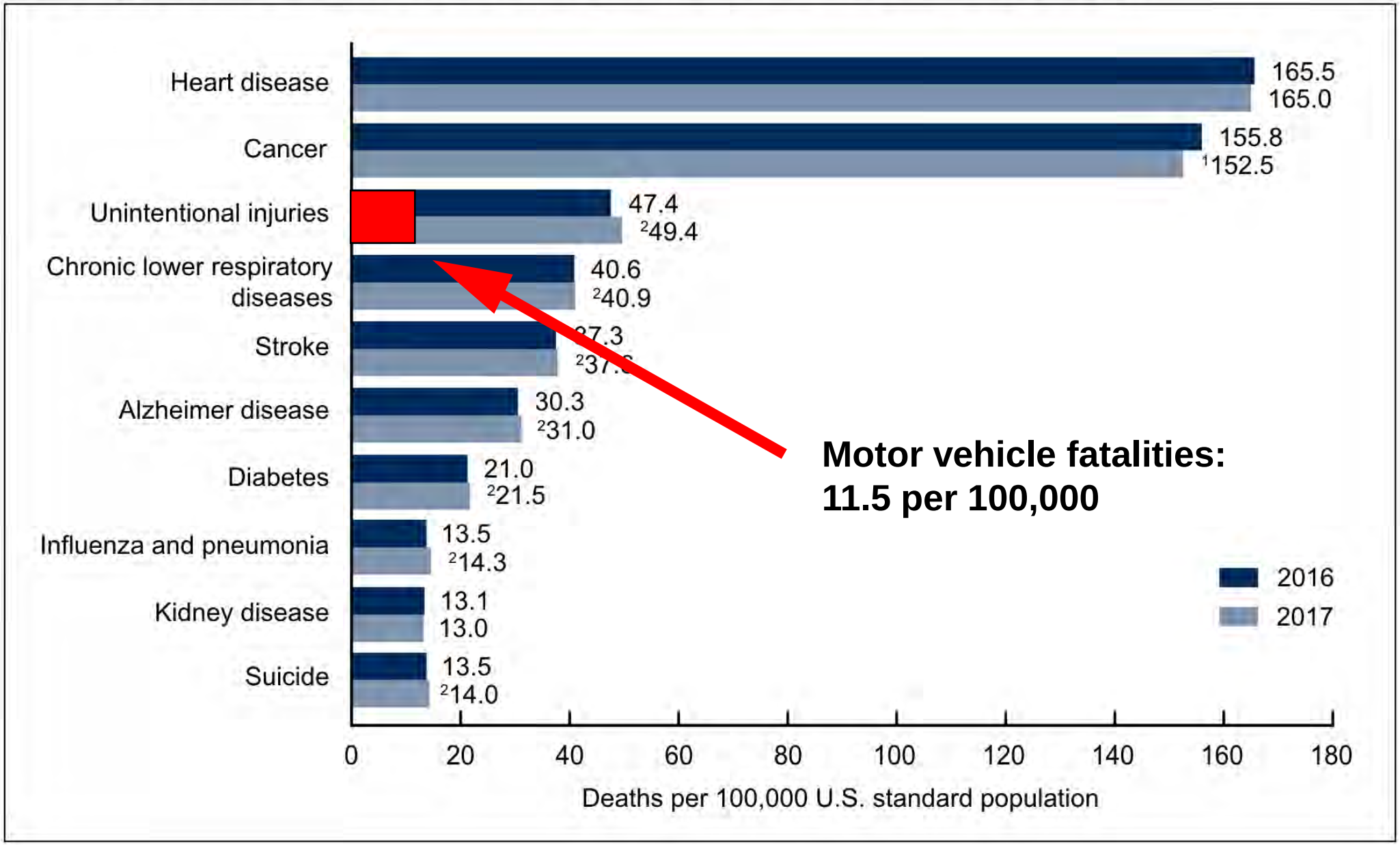
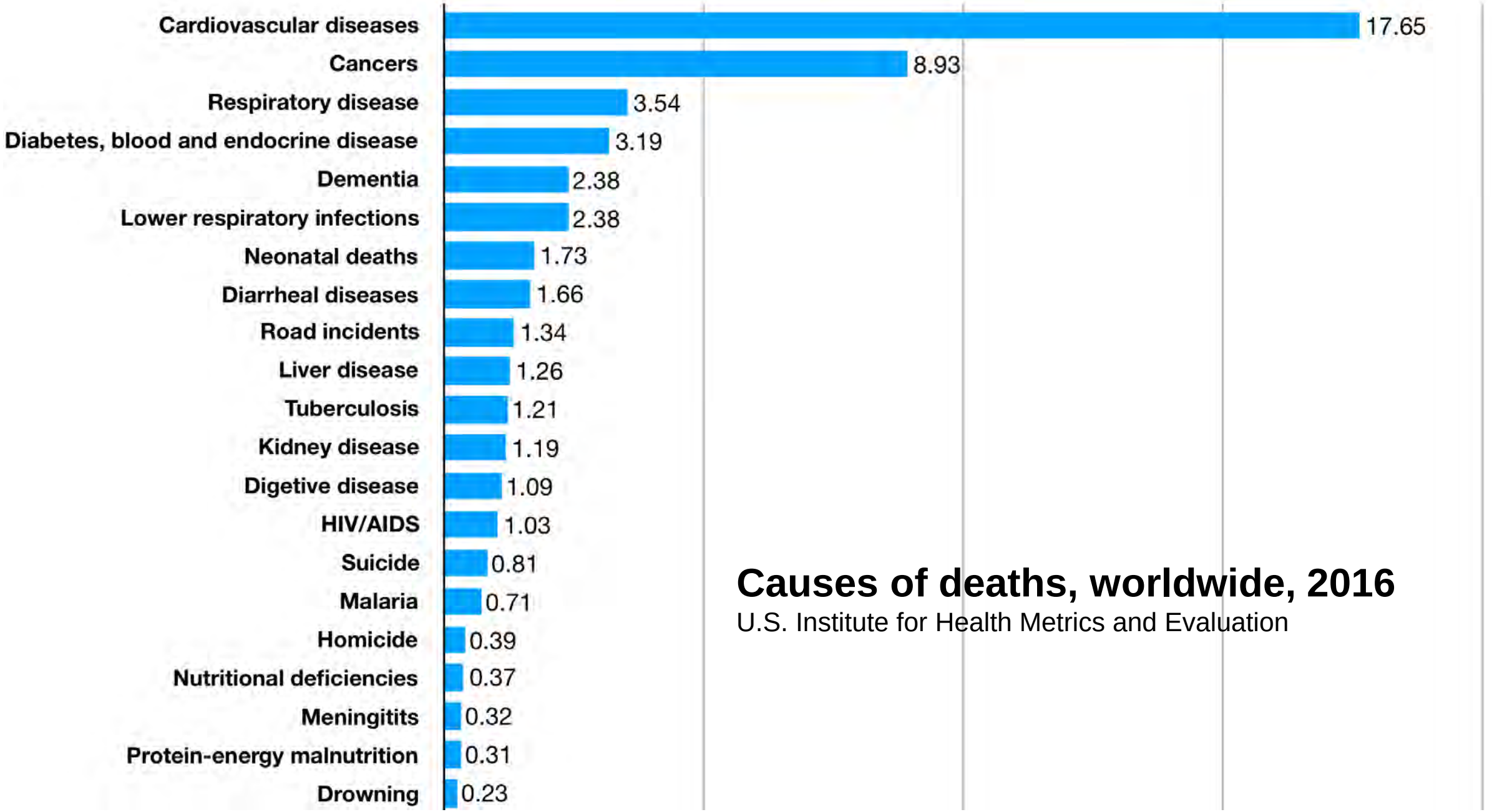
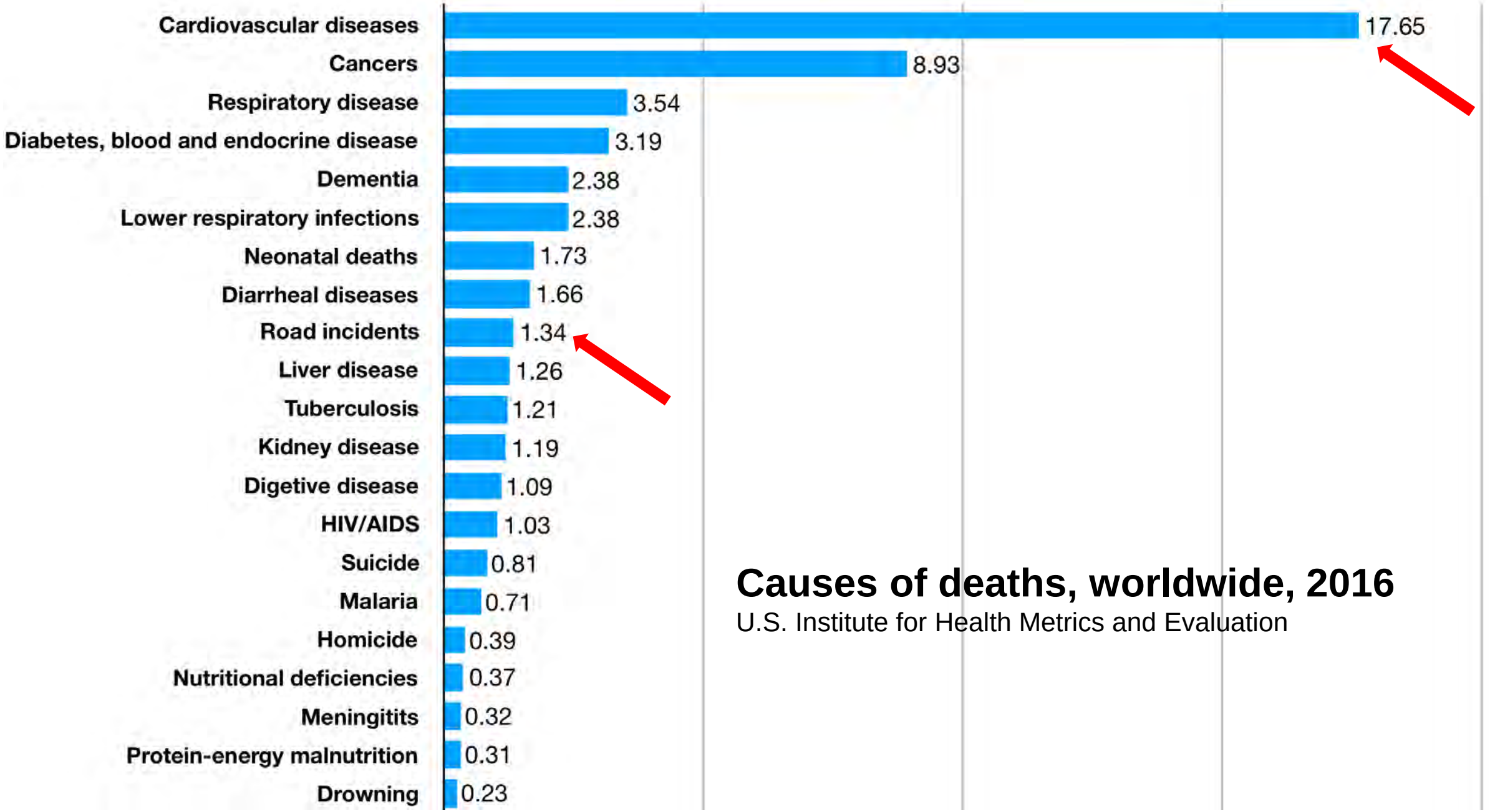


National Center for Health Statistics



Causes of deaths, worldwide, 2016

U.S. Institute for Health Metrics and Evaluation



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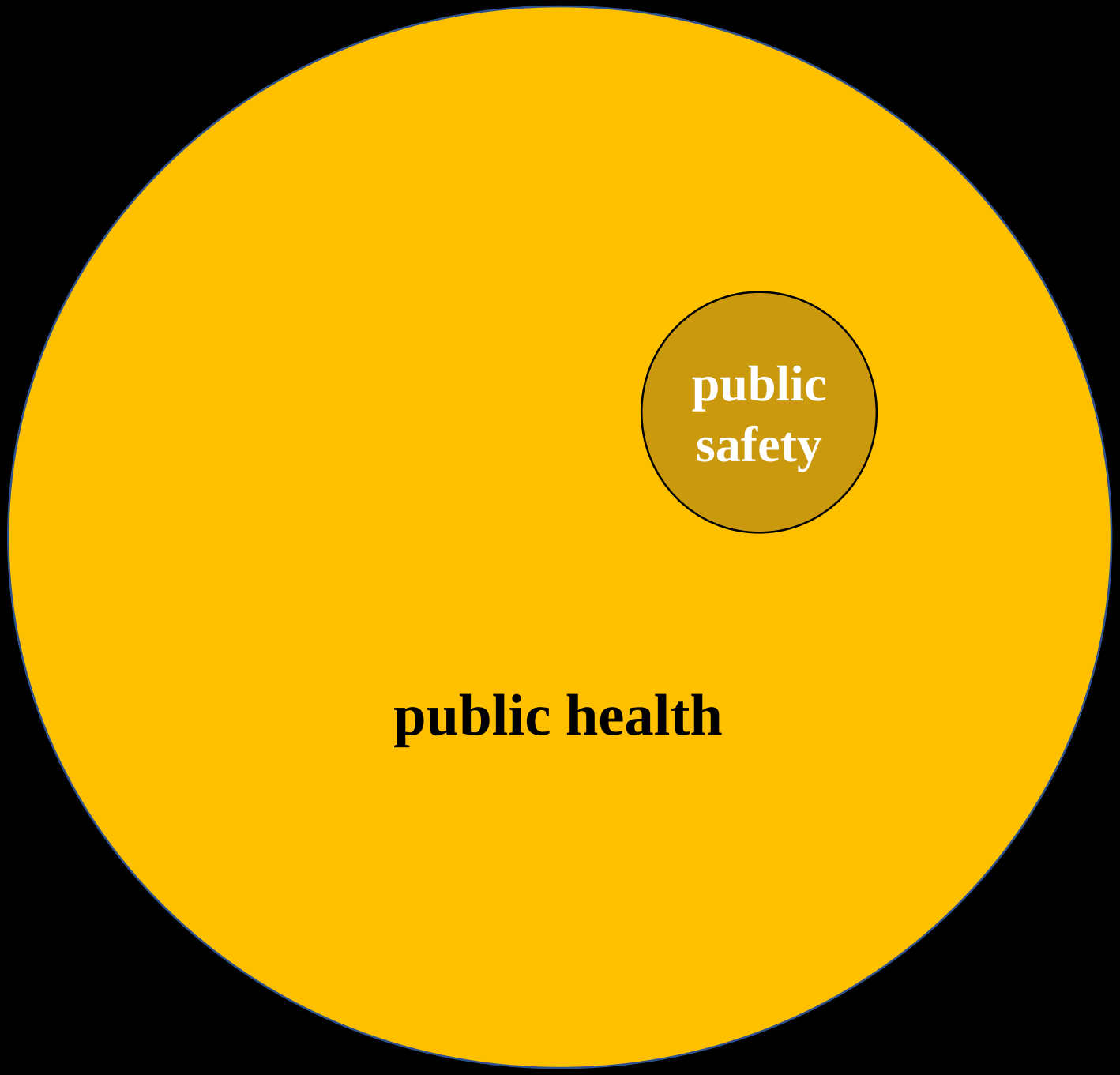
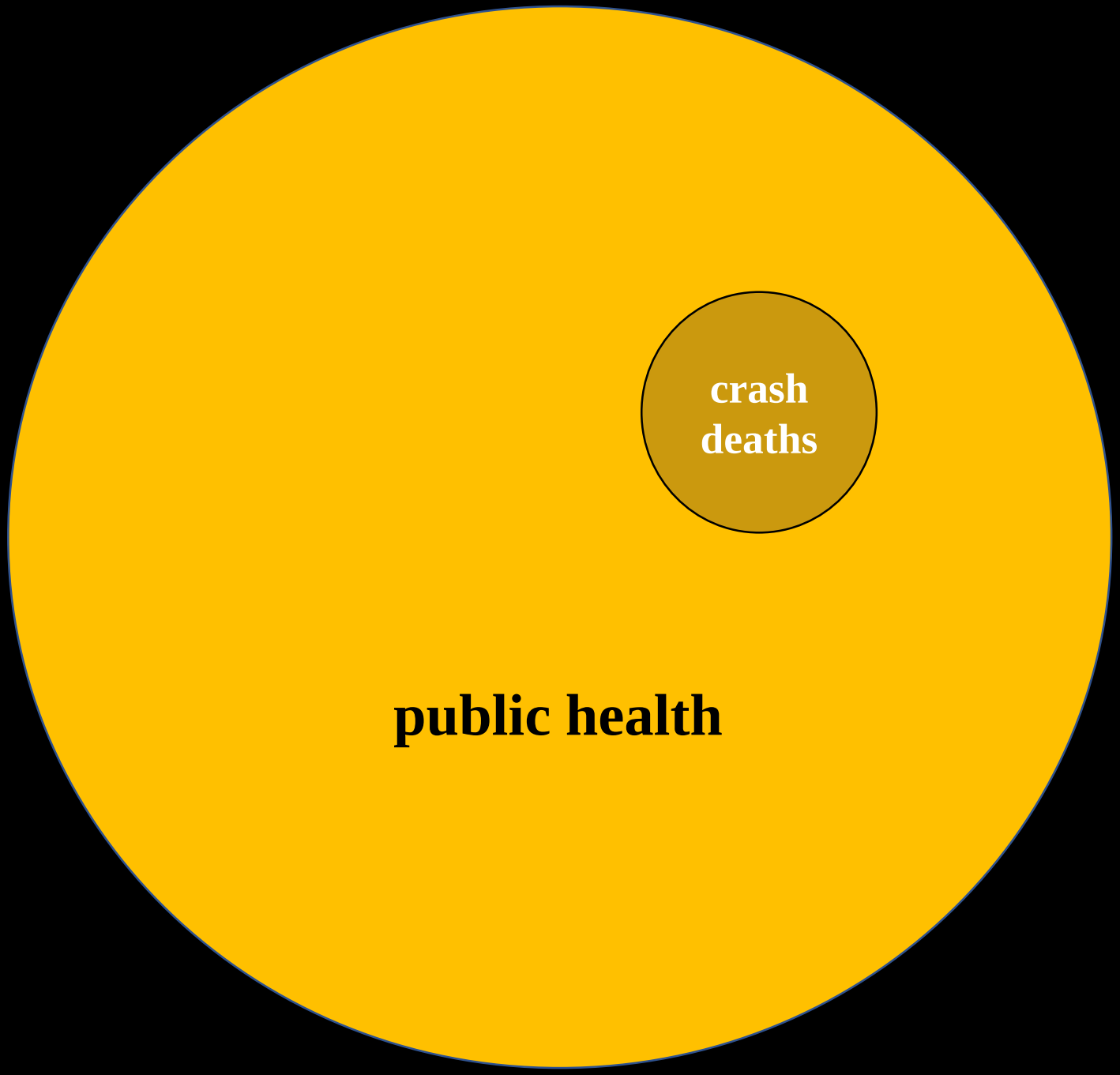
public safety


public
safety
public health


crash
deaths
public health


crash
deaths
premature death
associated with
sedentary living


crash deaths
premature death associated with sedentary living


crash deaths
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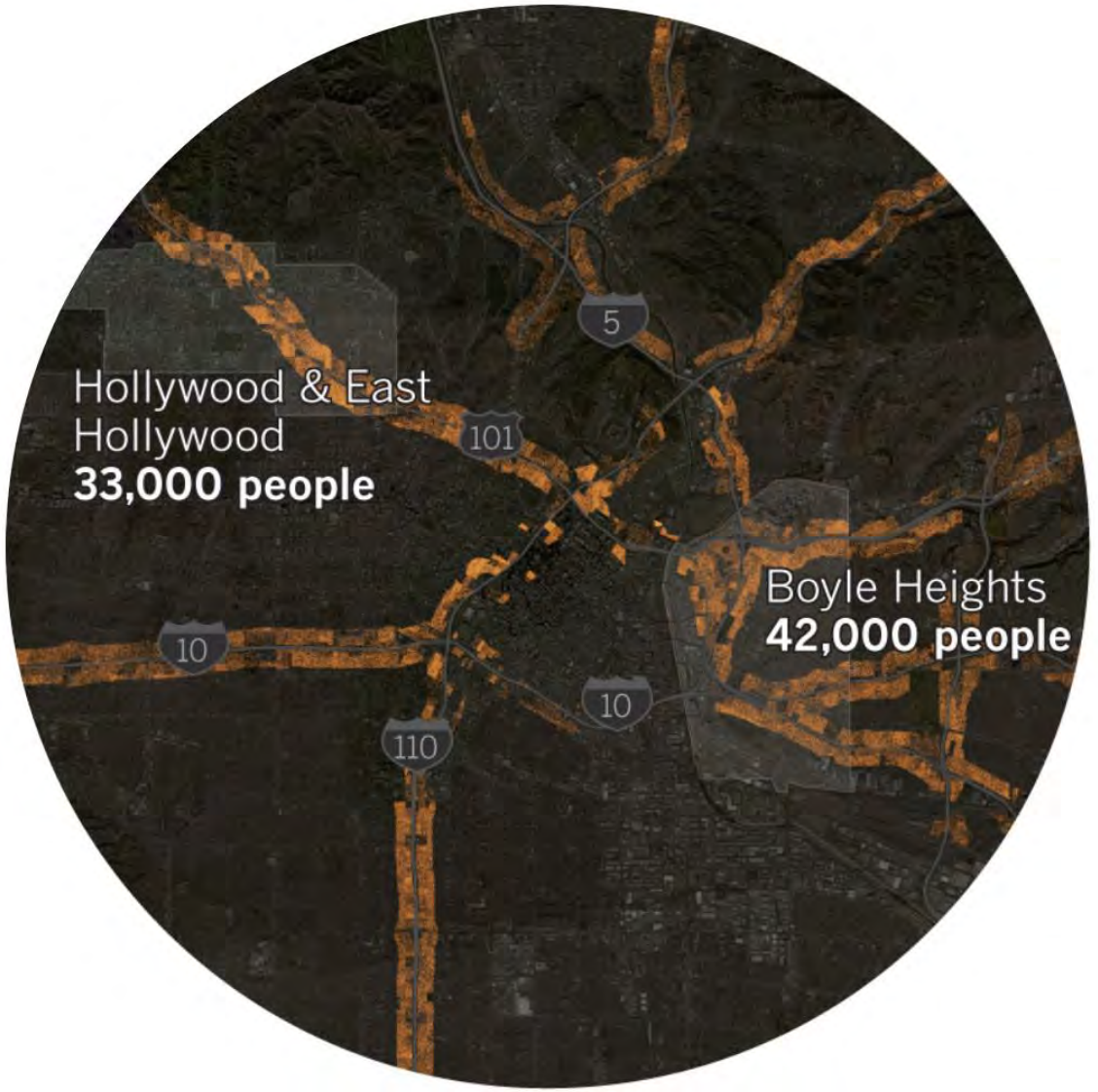
Los Angeles Times

L.A. keeps building near freeways, even though living there makes people sick

Are you one of the 2.5 million Southern Californians already living in the pollution zone?

By TONY BARBOZA AND JON SCHLEUSS

MARCH 2, 2017, 3 A.M.



1 dot = 1 person living within 1,000 feet of a freeway in 2010

3

We use what we pay for.

2013 REPORT CARD for America's INFRASTRUCTURE

2013 REPORT CARD for AMERICA'S INFRASTRUCTURE

AMERICA'S G.P.A. D+

ESTIMATED INVESTMENT NEEDED BY 2020:

$3.6 TRILLION

Roads

2013 GRADE D

Forty-two percent of America's major urban highways remain congested, costing the economy an estimated $101 billion in wasted time and fuel annually. While the conditions have improved in the near term, and Federal, state, and local capital investments increased to $91 billion annually, that level of investment is insufficient and still projected to result in a decline in conditions and performance in the long term. Currently, the Federal Highway Administration estimates that $170 billion in capital investment would be needed on an annual basis to significantly improve conditions and performance.

A = Exceptional
B = Good
C = Mediocre
D = Poor
F = Failing

AMERICA'S GPA

D+

2017 Infrastructure Report Card

America's Infrastructure Scores a

D+

2017 INFRASTRUCTURE REPORT CARD

OVERVIEW

America's roads are often crowded, frequently in poor condition, chronically underfunded, and are becoming more dangerous. More than two out of every five miles of America's urban interstates are congested and traffic delays cost the country $160 billion in wasted time and fuel in 2014. One out of every five miles of highway pavement is in poor condition and our roads have a significant and increasing backlog of rehabilitation needs. After years of decline, traffic fatalities increased by 7% from 2014 to 2015, with 35,092 people dying on America's roads.

CAPACITY & CONDITION

With over four million miles of roads crisscrossing the United States, from 15 lane interstates to residential streets, roads are among the most visible and familiar forms of infrastructure. In 2016 alone, U.S. roads carried people and goods over 3.2 trillion miles—or more than 300 round trips between Earth and Pluto. After a slight dip during the 2008 recession, Americans are driving more and vehicle miles travelled hit a record high in 2016.

With more traffic on the roads, it is no surprise that America's congestion problem is getting worse, but adding additional lanes or new roads to the highway system will not solve congestion on its own. More than two out of every five miles of the nation's urban interstates are congested. Of the country's 100 largest metro areas, all but five saw increased traffic congestion from 2013 to 2014. In 2014, Americans spent 6.9 billion hours delayed in traffic—42 hours per driver. All of that sitting in traffic wasted 3.1 billion gallons of fuel. The lost time and wasted fuel add up—the total in 2014 was $160 billion.

2017 Infrastructure Report Card

America's Infrastructure Scores a

D+

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2017 INFRASTRUCTURE REPORT CARD

RECOMMENDATIONS TO RAISE THE GRADE

- Increase funding from all levels of government and the private sector to tackle the massive backlog of highway needs.
- Fix the federal Highway Trust Fund by raising the federal motor fuels tax. To ensure long-term, sustainable funding for the federal surface transportation program, the current user fee of 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel should be raised and tied to inflation to restore its purchasing power, fill the funding deficit, and ensure reliable funding for the future.
- Tackle congestion through policies and technologies that maximize the capacity of the existing road network and create an integrated, multimodal transportation system.
- Prioritize maintenance and the state of good repair to maximize the lifespan of roads.
- State and local governments should ensure their funding mechanisms (motor fuel taxes or other) are sufficient to fund their needed investment.
- All levels of government need to think long-term about how to fund their roads and consider potential alternatives to the motor fuel taxes, including further study and piloting of mileage-based user fees.
- Increase investment and expand the federal Highway Safety Improvement Program to find new ways and further propagate existing methods to make roads safe for all users.

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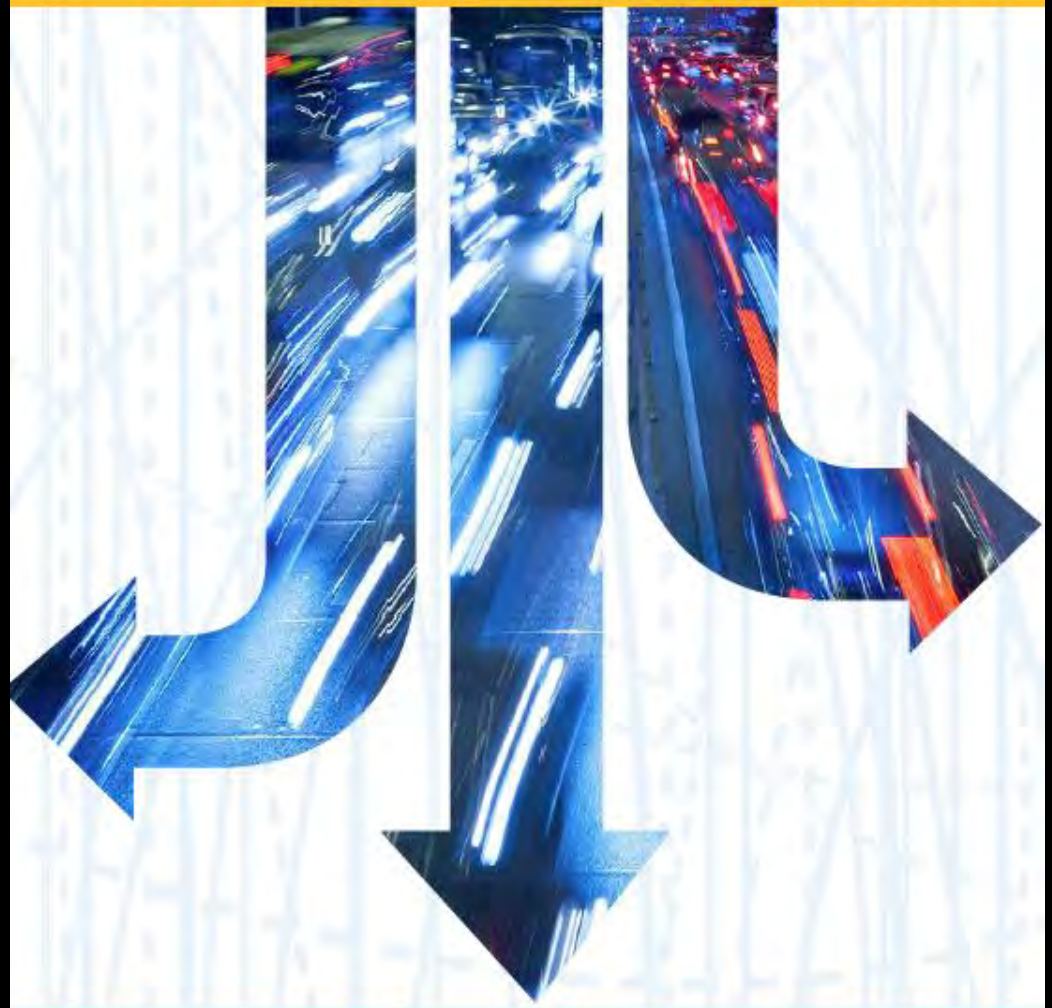
AMERICAN HIGHWAY USERS ALLIANCE

Unclogging America's Arteries 2015

Prescriptions for Healthier Highways



2015 | WWW.HIGHWAYS.ORG

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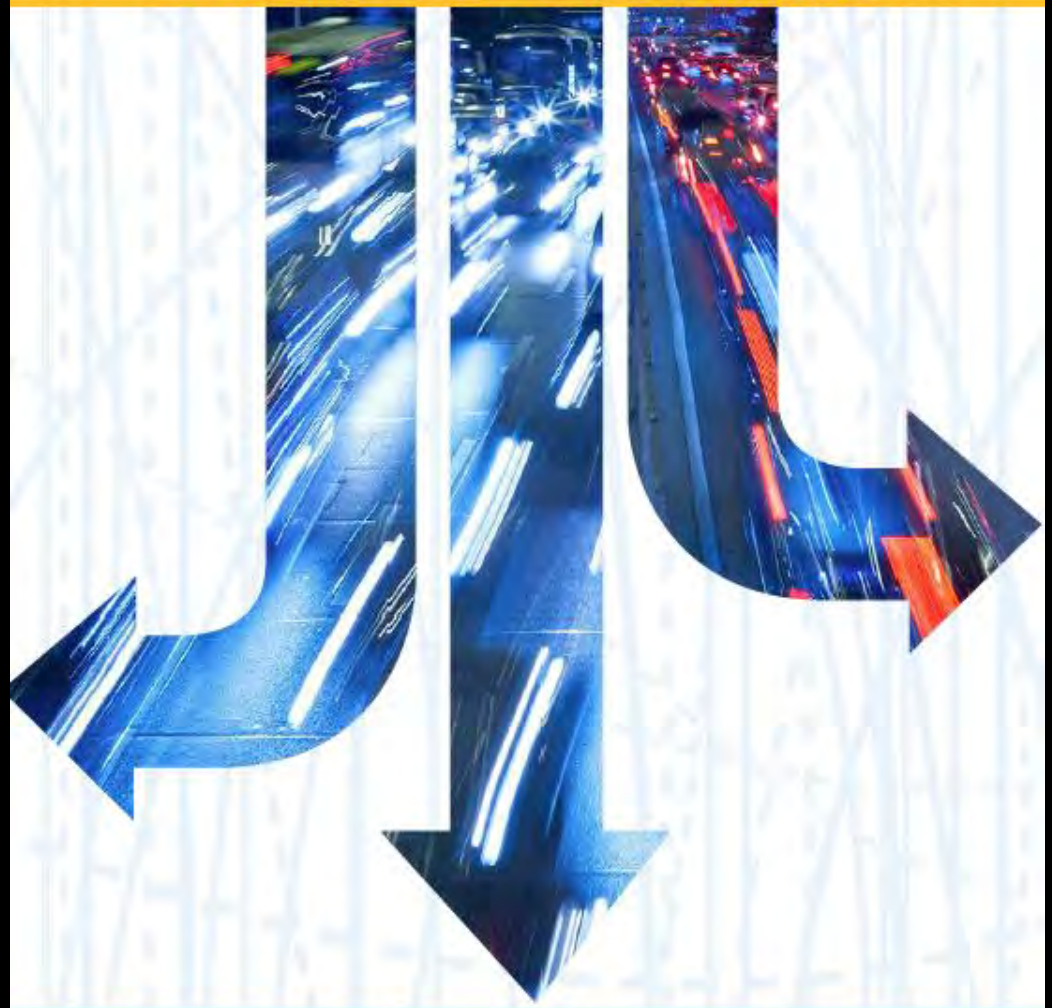

2015 | WWW.HIGHWAYS.ORG

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Success Story 2: Katy Freeway Reconstruction (Houston, Texas)

The Katy Freeway is the primary east-west Interstate highway in the Houston region. It connects downtown Houston with its suburbs and is the principal freight connection to San Antonio to the west and New Orleans to the east. Originally constructed in the 1960s and designed for 80,000 vehicles per day, growth in the Houston area overwhelmed the facility with nearly three times those volumes—a situation which produced up to 11 hours of daily congestion.[3]

To alleviate severe congestion on the Katy Freeway, TxDOT and the Harris County Toll Road Authority (HCTRA) undertook a $2.8 billion reconstruction of a 20-mile section from the Bend County Line to the I-10/I-610 interchange. The construction was completed over a nearly five-year period between 2003 and 2008 and widened the freeway from three lanes in each direction to six general purpose lanes in each direction and two variably priced high occupancy toll lanes. The project was funded with a combination of toll-backed debt and traditional grant funding.

The result of the investment is congestion relief—and faster commutes:

> **The Houston Chronicle reported in 2012 that morning commutes along the reconstructed corridor dropped from 33 minutes to 27 minutes during morning peak hour and from over 38 minutes to 28 minutes during evening peak.[4]**

continued ▶

[3] Federal Highway Administration. Katy Freeway Reconstruction Profile. https://www.fhwa.dot.gov/ipd/project_profiles/tx_katyfreeway.aspx

[4] Freemantle, Tony. Expanded Katy Freeway shaves minutes from commute. Houston Chronicle. October 12, 2012. http://www.chron.com/news/houston-texas/article/Expanded-Katy-Freeway-shaves-minutes-from-commute-3941203.php

[5] Politifact analysis of WisDOT, Milwaukee County Sherriff's Accident Data. http://www.politifact.com/wisconsin/statements/2015/may/24/wisconsin-transportation-builders-association/accidents-cut-half-after-marquette-interchange-wor/

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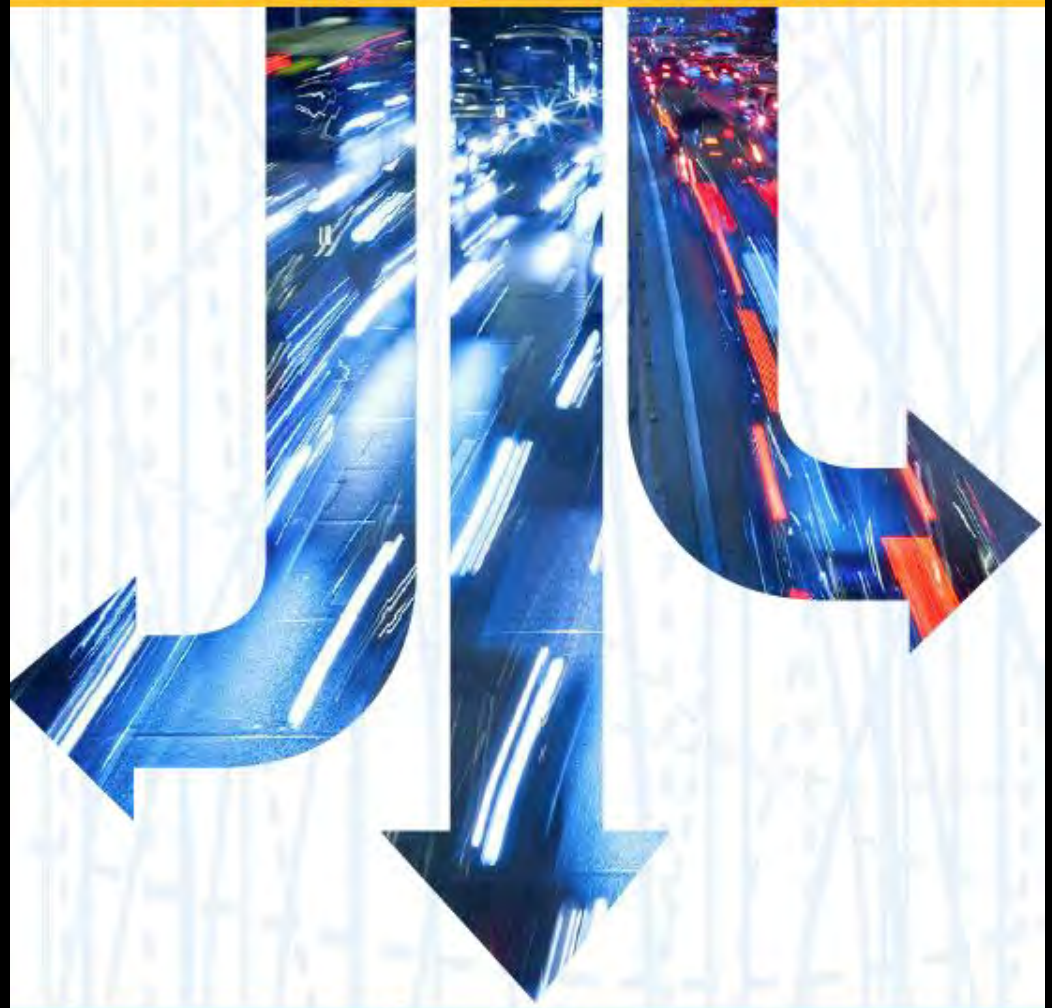

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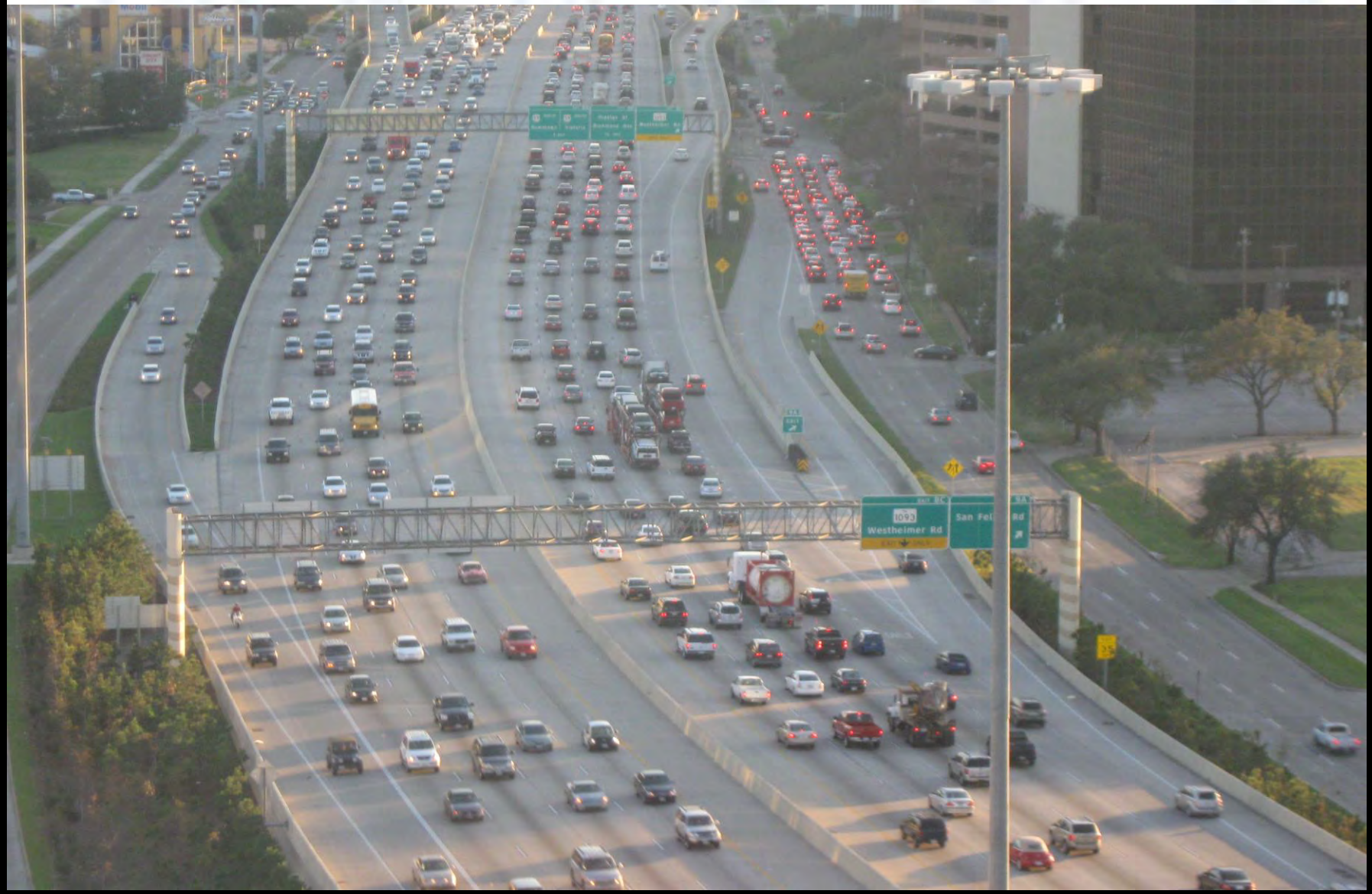

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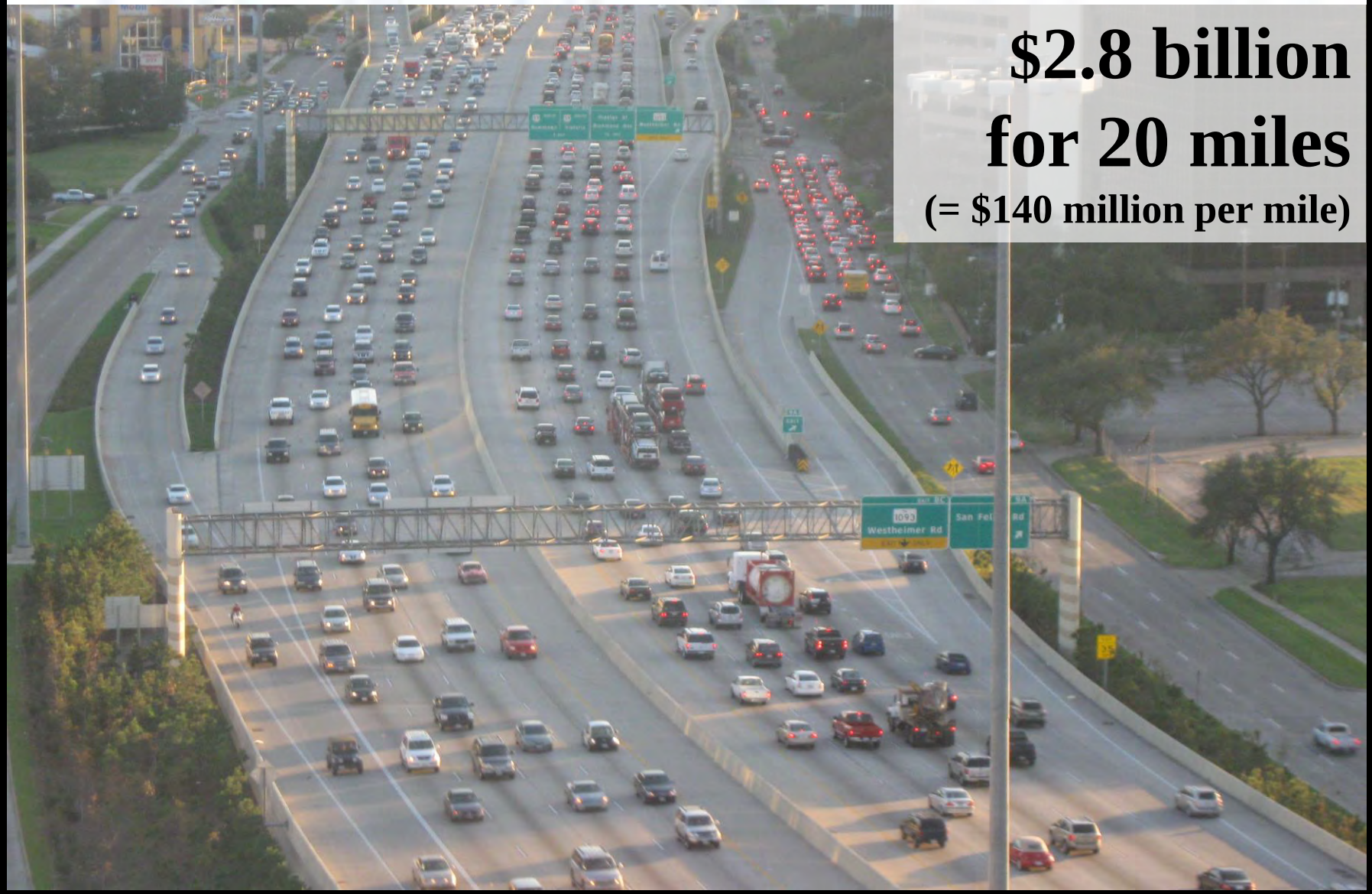

$2.8 billion for 20 miles

(= $140 million per mile)

ASCE
AMERICAN SOCIETY OF CIVIL ENGINEERS

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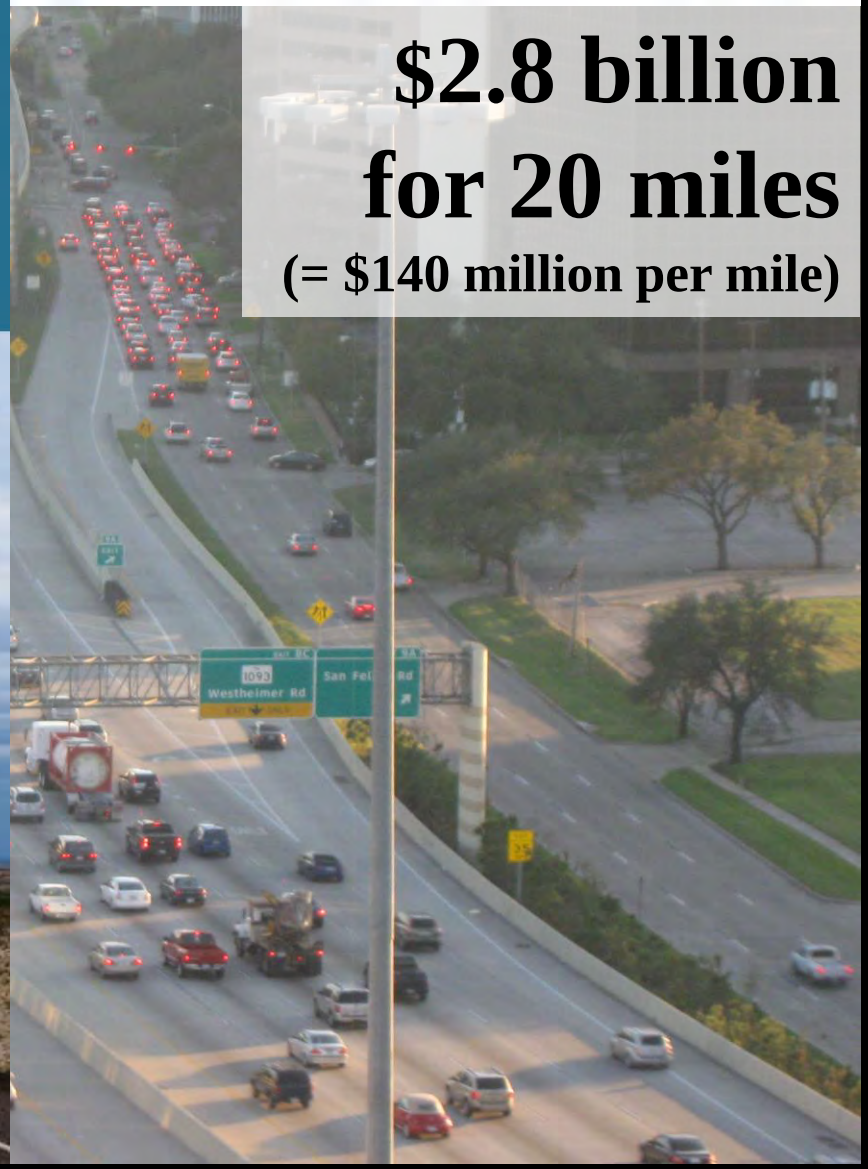

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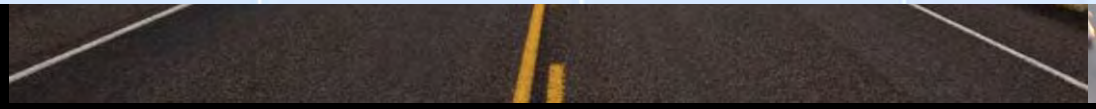

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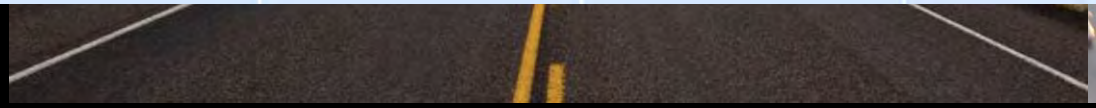
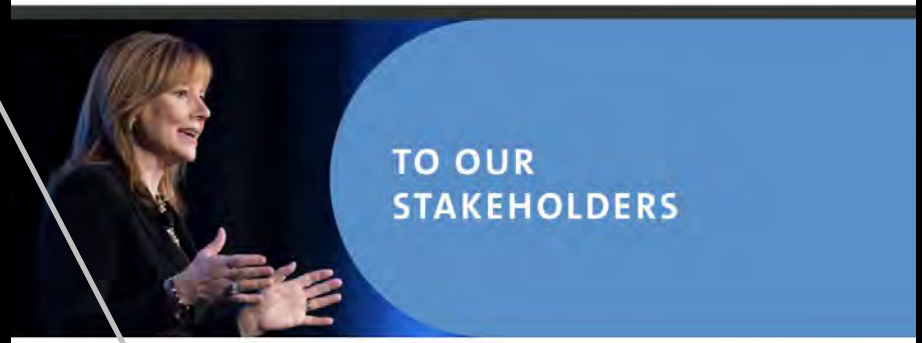


4

The war on congestion cannot be won.

> Our vision is a future with zero crashes, zero emissions and zero congestion.



TO OUR STAKEHOLDERS

General Motors Chairman and CEO Mary Barra

> Our vision is a future with zero crashes, zero emissions and zero congestion.

For more than a century, automobiles have driven our society and economy, giving us unprecedented mobility and transforming the way we work and live.

Today, we are in the midst of another revolution as groundbreaking technologies and evolving customer lifestyles transform our vehicles and how we use them.

At General Motors, our vision of a future with zero crashes, zero emissions and zero congestion addresses the challenges associated with the freedom of mobility. This bold, ambitious vision has the potential each year to save 1.25 million lives by eliminating human error, the root of more than 90 percent of crashes; eliminate over 2 billion tons of carbon dioxide; and give commuters back the week of time they spend in traffic.

Autonomous, electric, shared and connected vehicles will fuel this transformation. Each is leading-edge on its own. Combined, they will provide customers with safer, better and more sustainable vehicles.

Our journey to this future is underway. We have the right team, the right technology, the right partners and the global manufacturing scale to bring these innovative solutions to more customers, more quickly. And our strategy to transform GM into the world's most valued automotive company includes several major initiatives to lead this revolution.

Vehicles That Drive Themselves

Self-driving vehicles will reinvent our society, not only by reducing crashes and saving lives, but also by unlocking the power of mobility for those unable to drive.

General Motors is the only company with a fully integrated solution to produce self-driving vehicles at scale. With our 2017 acquisition of LiDAR developer Strobe, we now have every capability—from simulation and mapping software to safety validation and autonomous vehicle (AV)-specific vehicle design—under one roof. And we've moved quickly, developing three generations of self-driving vehicle technology in just 14 months.

After more than a year of building test vehicles, we are shifting to build production versions at our Orion Assembly plant in Michigan. The Cruise AV, which is part of our plans to commercialize in a dense urban area in 2019, will be the first production-ready vehicle built from the ground up to operate safely without a driver, steering wheel, pedals or manual controls. It represents a significant milestone on our path to deploying self-driving vehicles next year.

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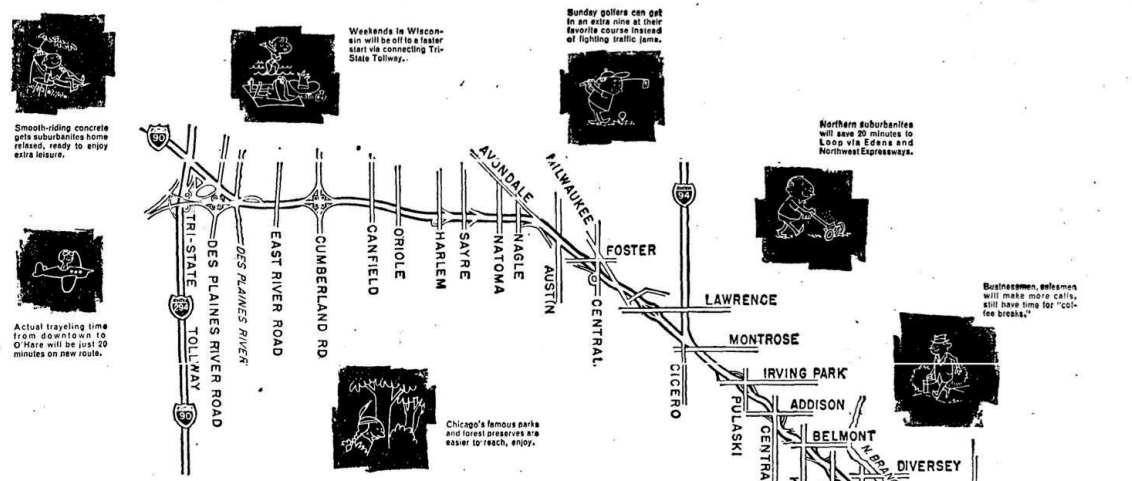
Cure for Congestion

DAVISON LIMITED HIGHWAY, DETROIT. Built by the Board of Wayne County (Michigan) Road Commissioners, this limited highway provides nonstop highway travel for 1½ miles through a solidly built-up neighborhood in the Detroit area. Concrete bridges carry cross traffic over the expressway. Entrance to the expressway is permitted only at each end. One-way concrete service drives for local traffic are provided on both sides of the concrete highway. At the center of the project, provision is made for bus stops and passenger interchange with the upper level.

Portland Cement Association (1948)



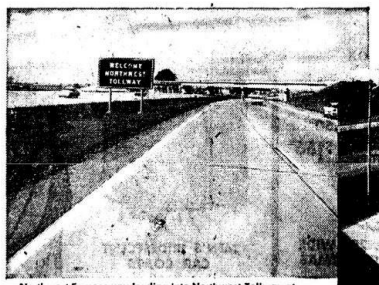
Now open for traffic all the way!

Northwest Expressway of modern concrete will save Chicago area drivers 40,000 hours each day!

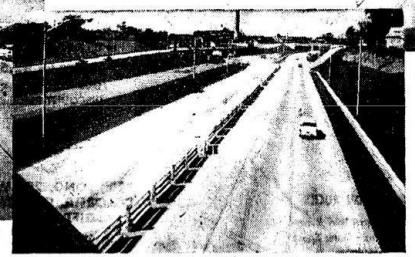
Driving time from the Loop to O'Hare Field will be more than cut in half on Chicago's newest expressway. Free from traffic jams, drivers all along the Northwest route will have millions of extra hours a year for their own pleasure. Look for time savings—and look, too, for easier driving, new comfort and far greater safety.

There's good reason why the preferred pavement for roads like this is *modern concrete.* For one thing, the smooth, level ride it gives—and keeps on giving! Concrete starts out strong, gets stronger year by year! Summer heat can't soften it, so no ruts and ridges. Winter can't rough it up, either, thanks to built-in protection from freezing and ice-melting salts.

Next time you're driving on Northwest Expressway, give a nod of thanks to your city, county, state and federal officials who made it possible. You go *1st class* on concrete!



Northwest Expressway leading into Northwest Tollway at O'Hare Field. Smooth-riding highways of modern concrete now speed travelers from the international airport to all parts of Chicagoland.

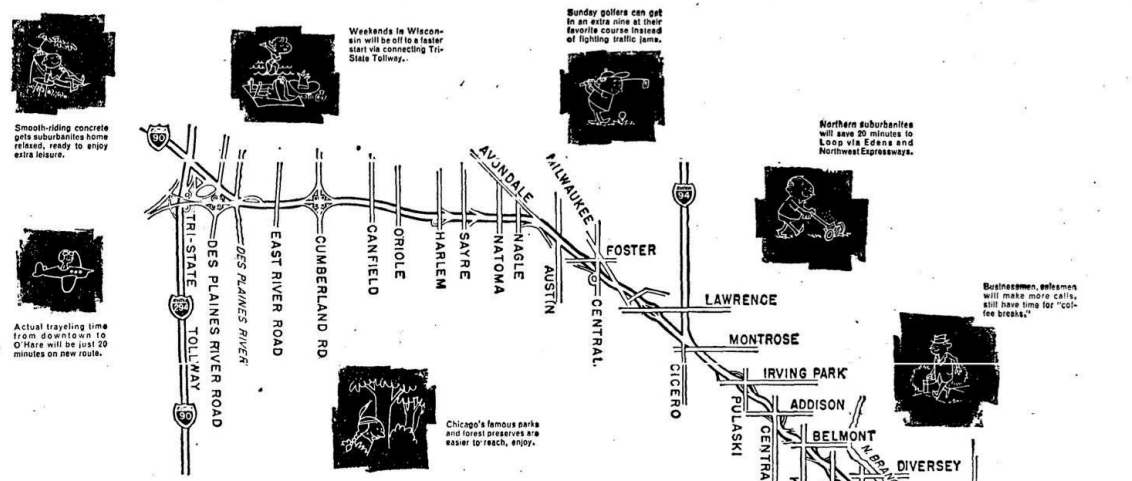


Interchange at Edens and Northwest Expressways. On modern concrete highways like these, upkeep costs stay low. Add the 50 year life engineers can design into concrete and figure some real tax savings!

Congress Expressway. Vital Chicago traffic arteries, Congress and Northwest Expressways will carry swiftly and safely more than 540,000 people per day.

FOR HIGHWAYS WITH A SOLID FUTURE
MODERN **Concrete**

PORTLAND CEMENT ASSOCIATION
111 West Washington Street, Chicago 2, Illinois
A national organization to improve and extend the uses of concrete



Now open for traffic all the way!

Northwest Expressway of modern concrete will save Chicago area drivers 40,000 hours each day!

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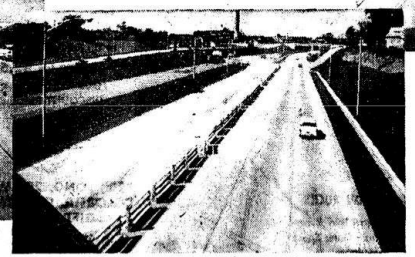

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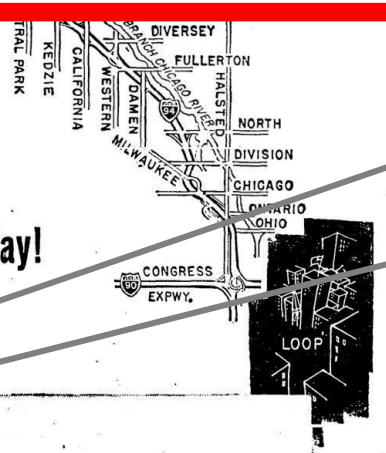

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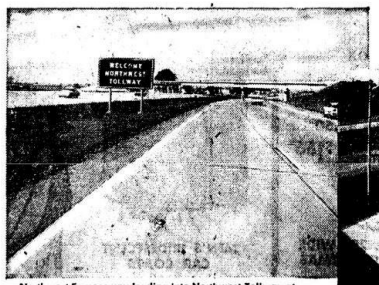

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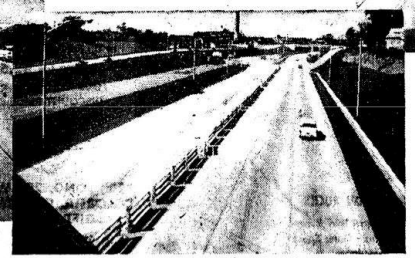

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Metra
Easy Come,
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SPEED
LIMIT
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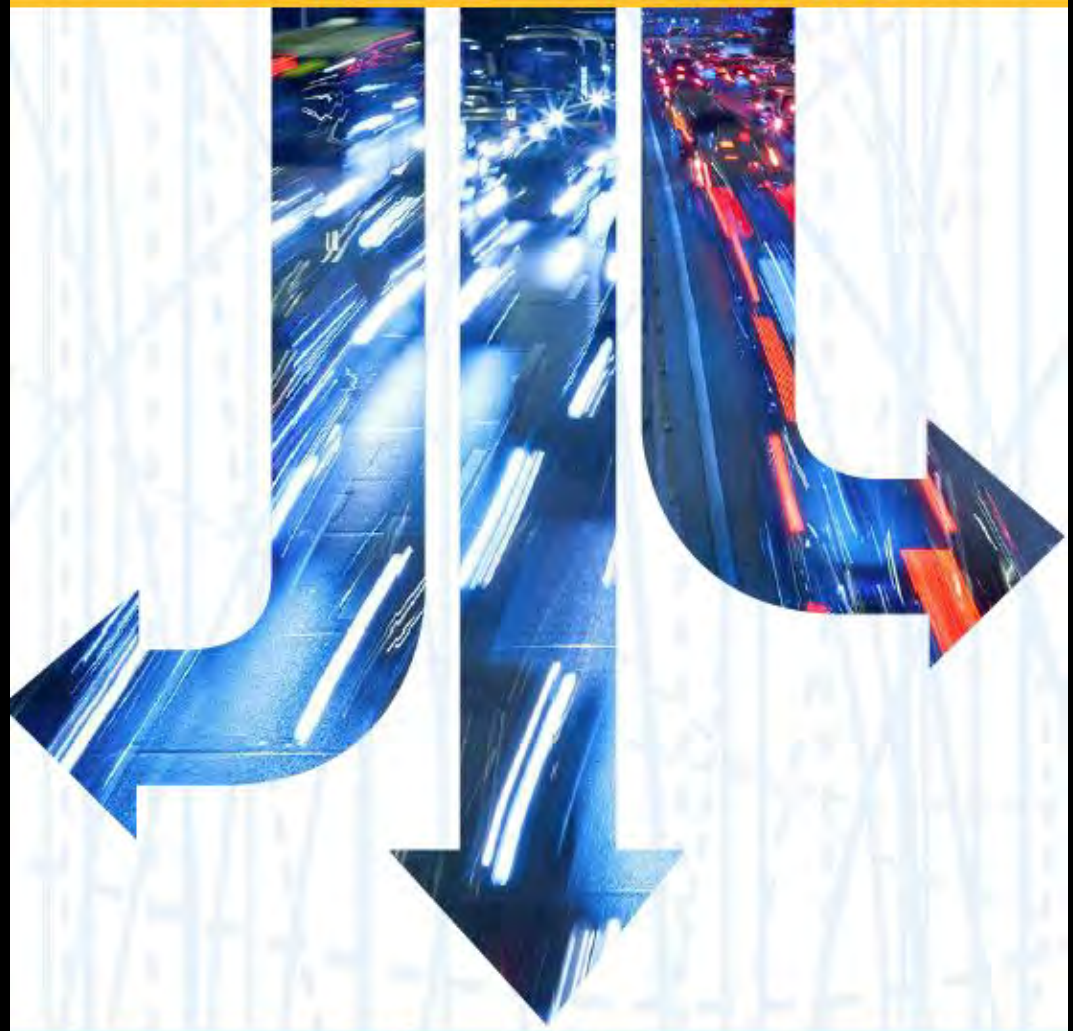
AMERICAN HIGHWAY USERS ALLIANCE

Unclogging America's Arteries 2015

Prescriptions for Healthier Highways



2015 | WWW.HIGHWAYS.ORG


CPCS Solutions for growing economies
Rank 1: I90 between
Roosevelt Rd and N Nagle Ave
16,900,000
$ 418,000,000
Rank 23: I90 Between I55 and W Pershing Rd
1,300,000
$ 31,000,000
Annual Total Delay (Hrs)
$ Annual Lost Value of Time (US $)
National Rank
Daily Total Delay (Hrs)
2,001 - 3,000
3,001 - 4,500
4,501 - 6,000
6,001 - 7,500
7,501 - 11,800
0 1 2 4
Miles
Chicago
Oak Park
Berwyn
Cicero
Melrose Park
Devon
Talcott
Foster
Bryn Mawr
Lawrence
Wilson
Addison
Belmont
Diversey
Fullerton
Armitage
Grand
Augusta
Chicago
Washington
Jackson
Corcoran
Lake
16th
18th
26th
31st
Pershing
43rd
Ogden
Milwaukee
Northwest
Forest Preserve
Des Plaines River
Damen
Keeler
Nagle
Canfield
Sayre
Mc Cormick
Ohio
Solidarity
Archer
Throop
Ashland
California
Trumbull
Blue Island
Canal
Orleans
Lower
State
Wabash
Michigan
King
Wells
Lake Park
Ridgeland
Laramie
Central
Prescott
Illinois
Des Plaines
Lathrop
Austin
Hoyne Avenue
Broadway
Eastern
25th
9th
Ruby
190
294
90
94
290
55
72
14
41
19
43
64
50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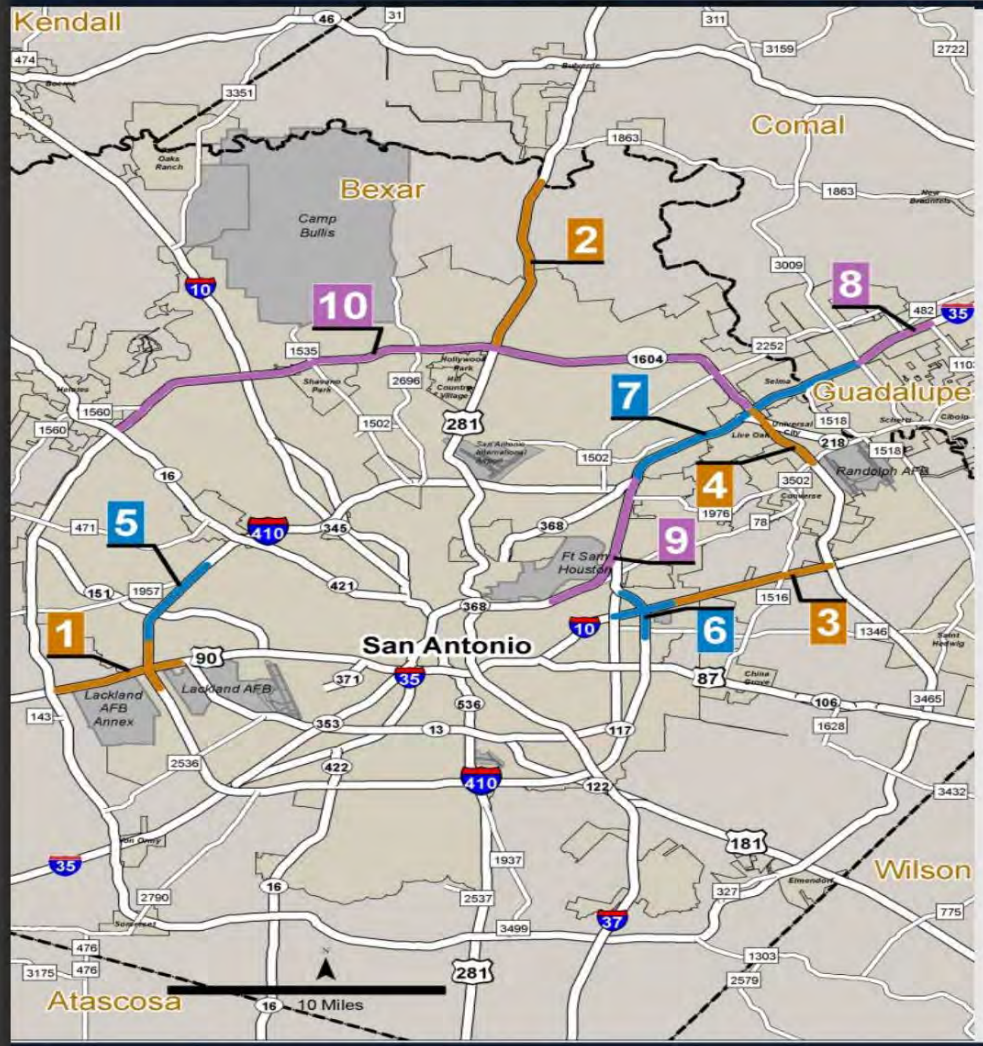
2,001 - 3,000
3,001 - 4,500
4,501 - 6,000
6,001 - 7,500
7,501 - 11,800
0 1 2 4 Miles
Chicago
Oak Park
Melrose Park
Berwyn
Cicero

TEXAS CLEAR LANES

CLEARING THE WAY FOR TEXAS DRIVERS

Annual hours of delay per commuter, San Antonio: 46

San Antonio District Texas Clear Lanes Projects

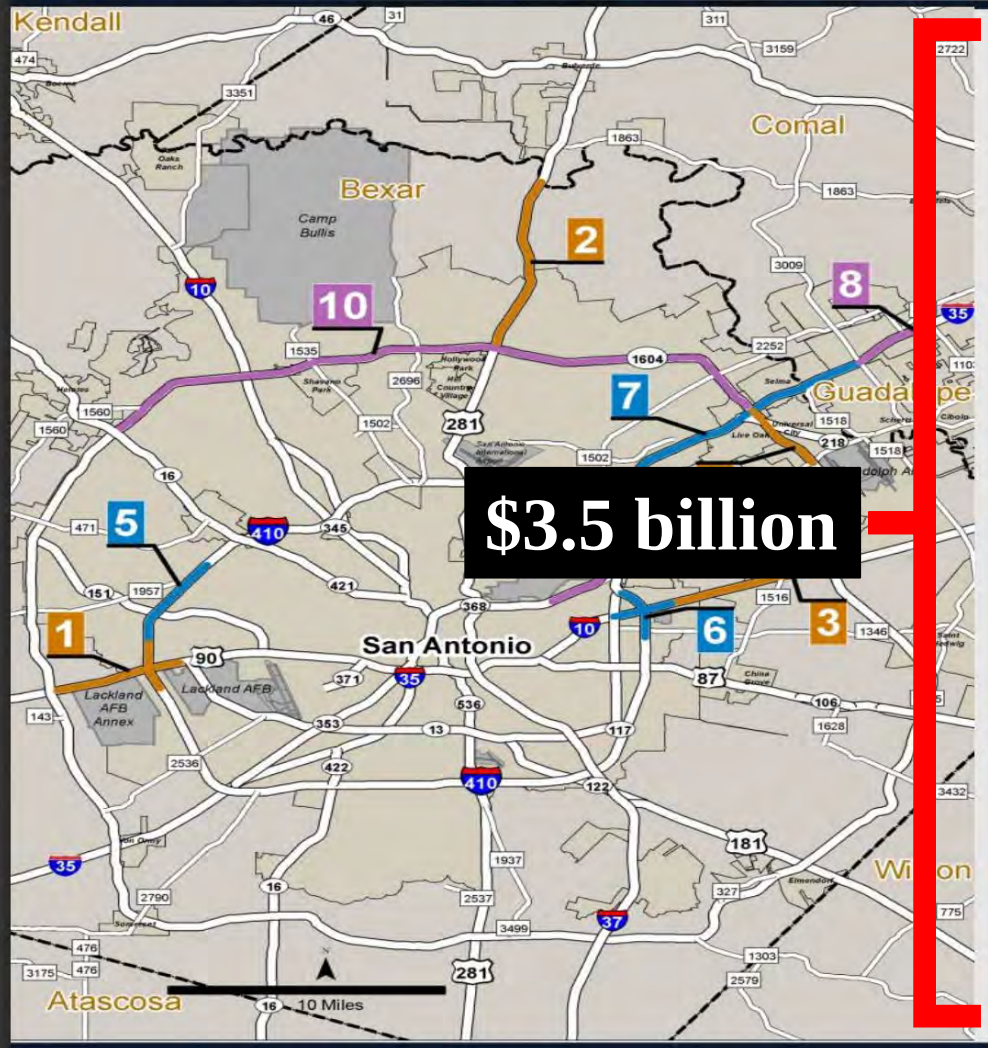


TEXAS CLEAR LANES (UNDER CONSTRUCTION)		
#	Project Highway	Project Limits
1	I-410 at US 90	I-410 at US 90 Interchange
2	US 281 (Phase 1 and 2)	From Loop 1604 to Bexar/Comal County Line
3	I-10 East	From I-410 to Loop 1604
4	Loop 1604 Northeast	From I-35 to FM 78

TEXAS CLEAR LANES (FUNDED IN 2019 UTP)		
#	Project Highway	Project Limits
5	I-410	From US 90 to Ingram Road
6	I-410 at I-10 East	I-410 at I-10 East Interchange
7	I-35 Northeast Expansion (NEX)	From I-410N to FM 3009

TEXAS CLEAR LANES (FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED)		
#	Project Highway	Project Limits
8 & 9	I-35 NEX Deferred Work Components	From FM 3009 to FM 1103 From I-410S to I-410N
10	Loop 1604 North	From SH 16 to I-35

San Antonio District Texas Clear Lanes Projects



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REPORT CARD FOR TEXAS' INFRASTRUCTURE

2017

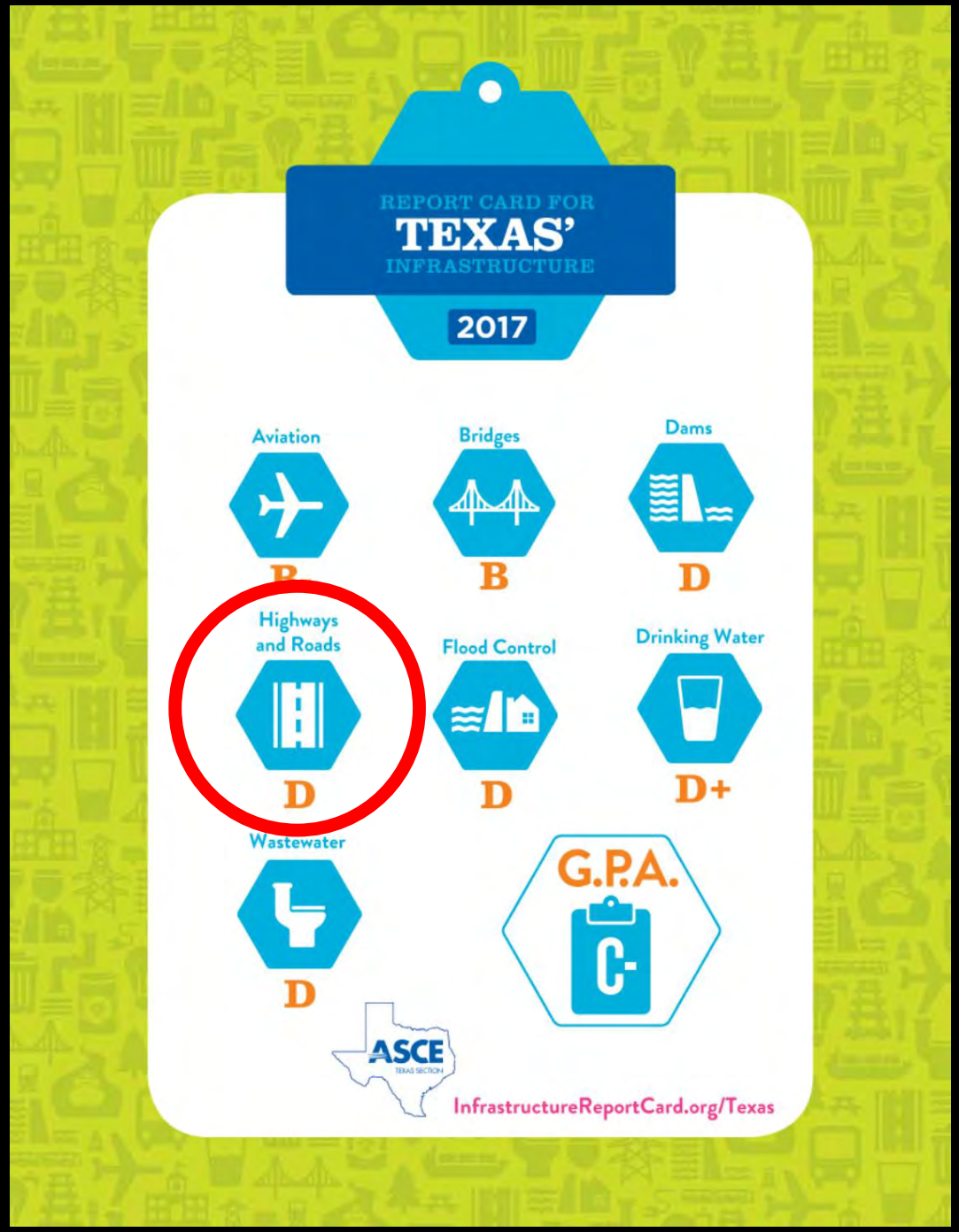
Aviation	Bridges	Dams
B-	B	D

Highways and Roads	Flood Control	Drinking Water
D	D	D+

Wastewater	G.P.A.
D	C-

ASCE TEXAS SECTION

InfrastructureReportCard.org/Texas


REPORT CARD FOR
TEXAS'
INFRASTRUCTURE
2017
Aviation
B
Bridges
B
Dams
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D
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D
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D+
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D
G.P.A.
C-
ASCE
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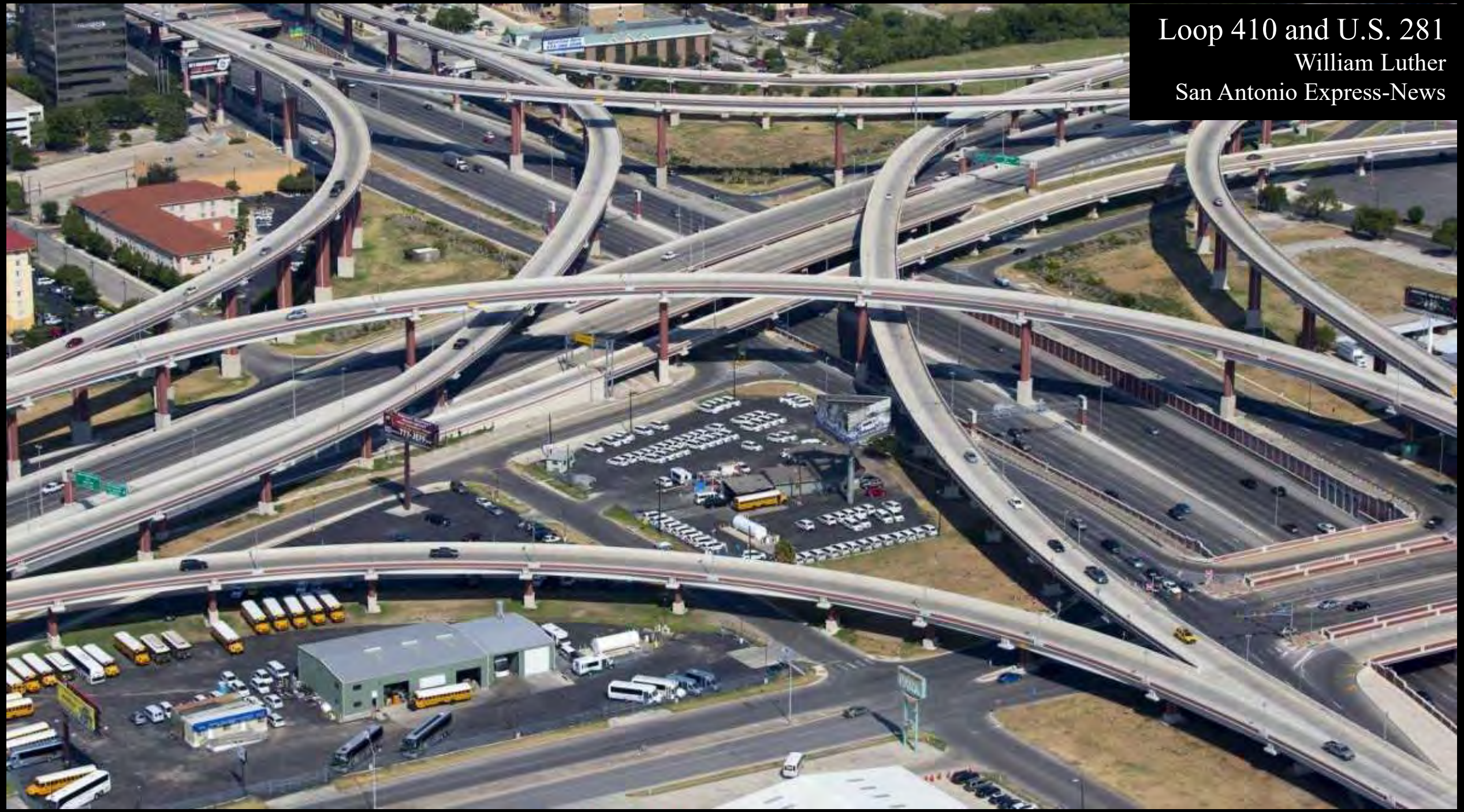
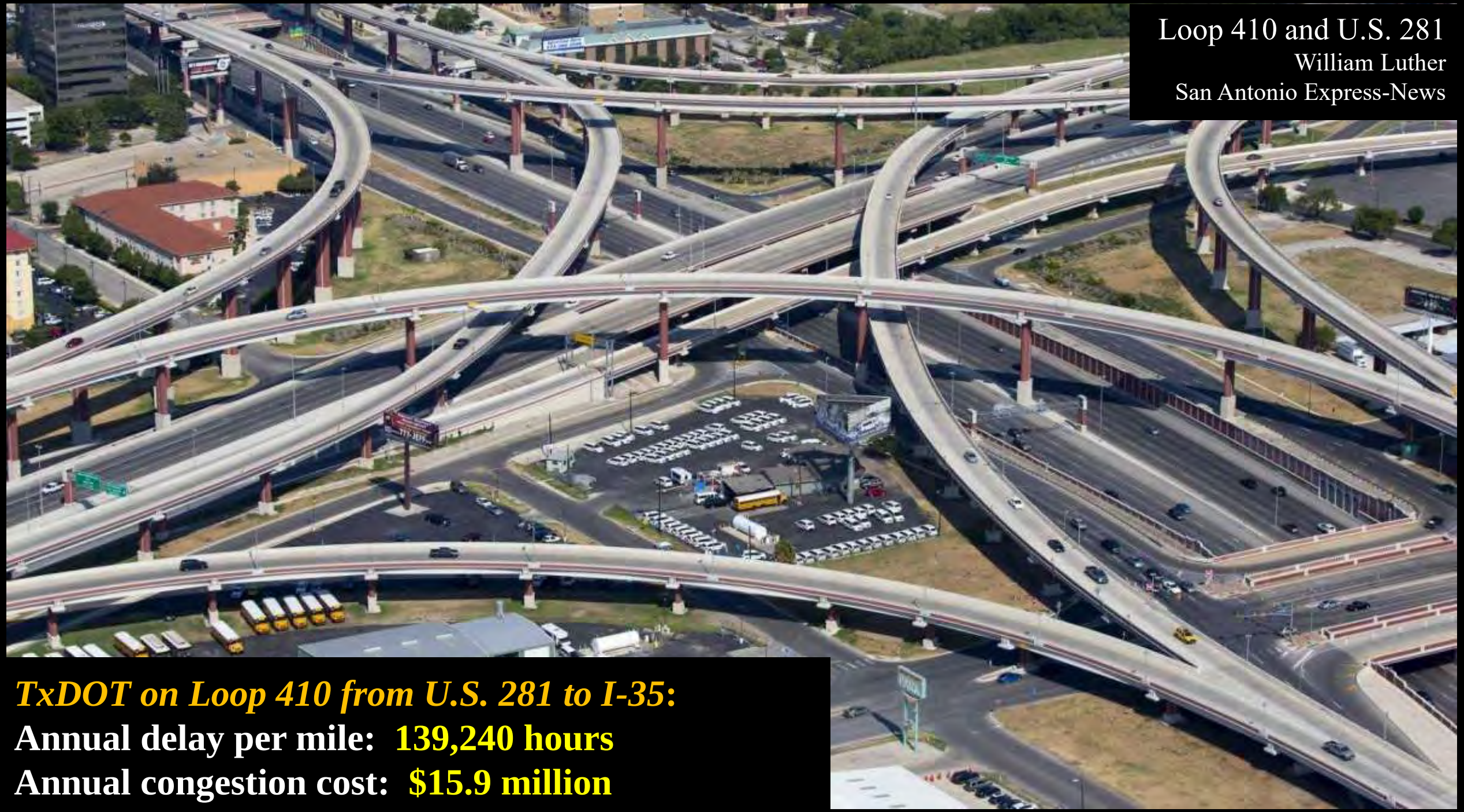
InfrastructureReportCard.org/Texas



Loop 410 and U.S. 281

William Luther
San Antonio Express-News



Loop 410 and U.S. 281
William Luther
San Antonio Express-News

***TxDOT on Loop 410 from U.S. 281 to I-35*:**
Annual delay per mile: 139,240 hours
Annual congestion cost: $15.9 million


Loop 410 and I-10, San Antonio
Simtropolis

I-10 between UTSA Boulvard and Huebner

San Antonio Express-News


I-10 between UTSA Boulvard and Huebner
San Antonio Express-News
WEST NORTH
10
87
El Paso
San Angelo
53
UTSA
University of
at San Anton
TxDOT on I-10 from Loop 410 to Loop 1604:
Annual delay per mile: 161,960 hours
Annual congestion cost: $19.6 million

U.S. 281 at Evans Road

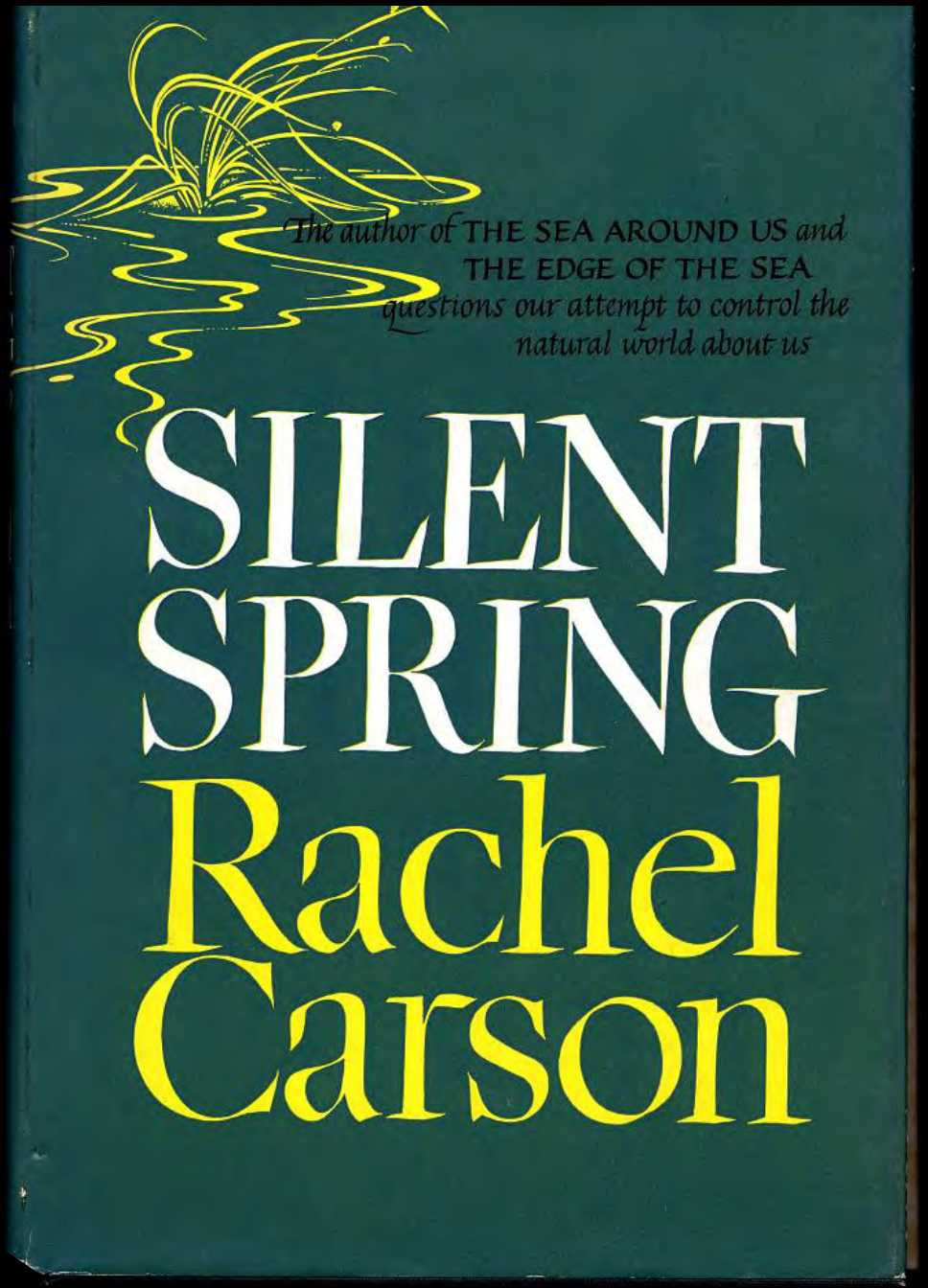
Tom Reel, San Antonio Express-News

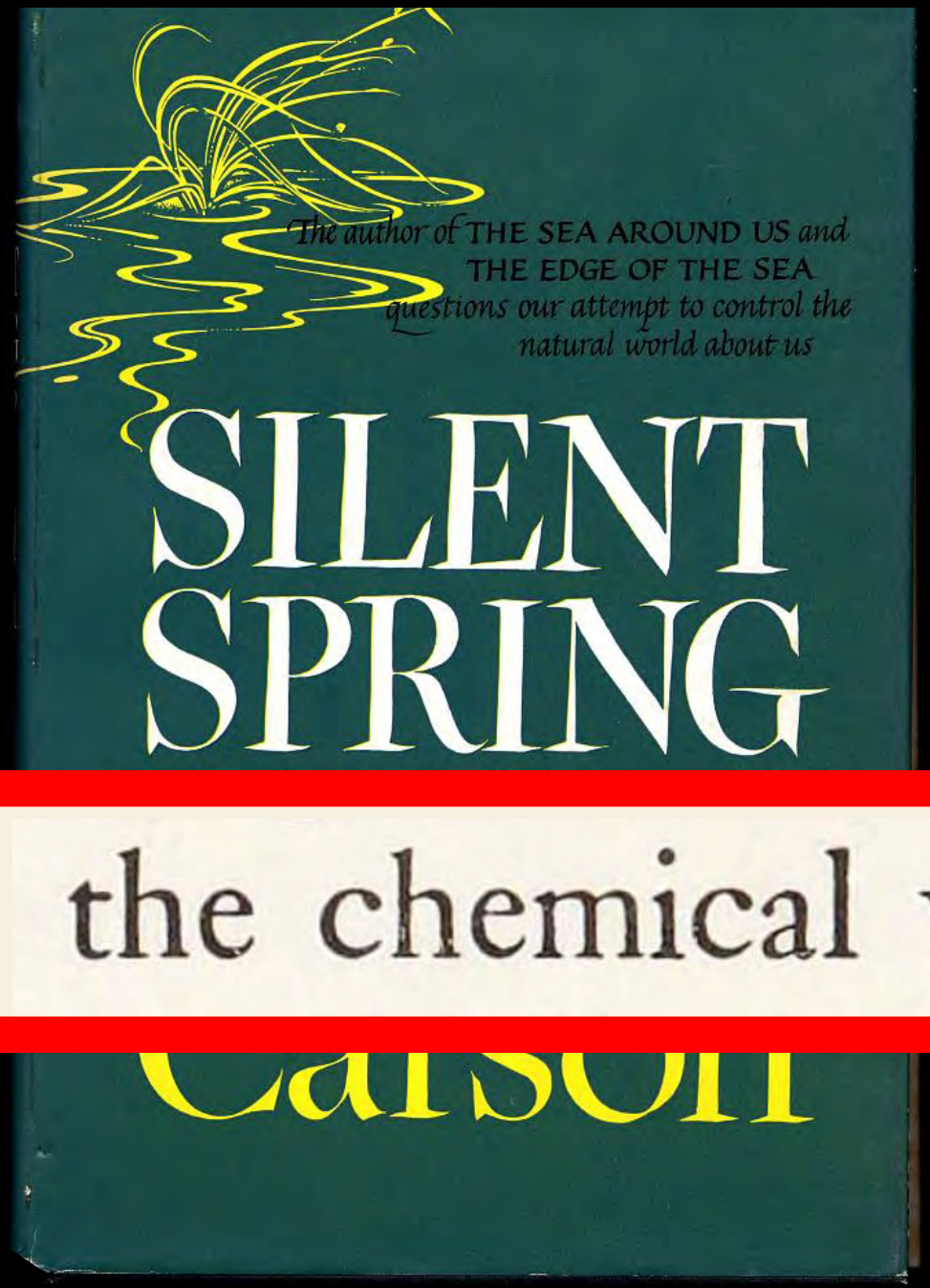
U.S. 281 at Evans Road
Tom Reel, San Antonio Express-News

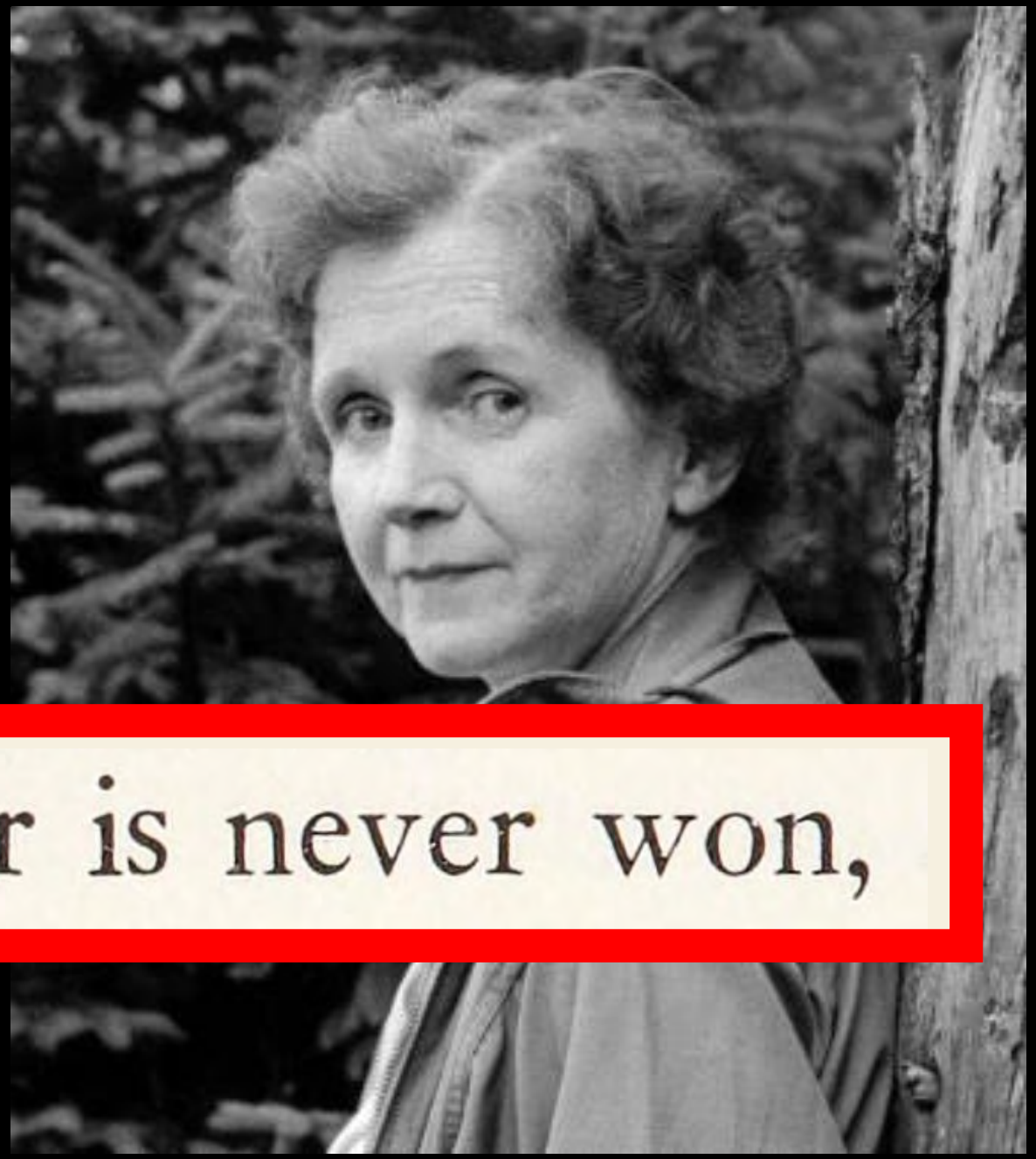
***TxDOT on U.S. 281*:**

Annual hours of delay per mile: 252,330 hours

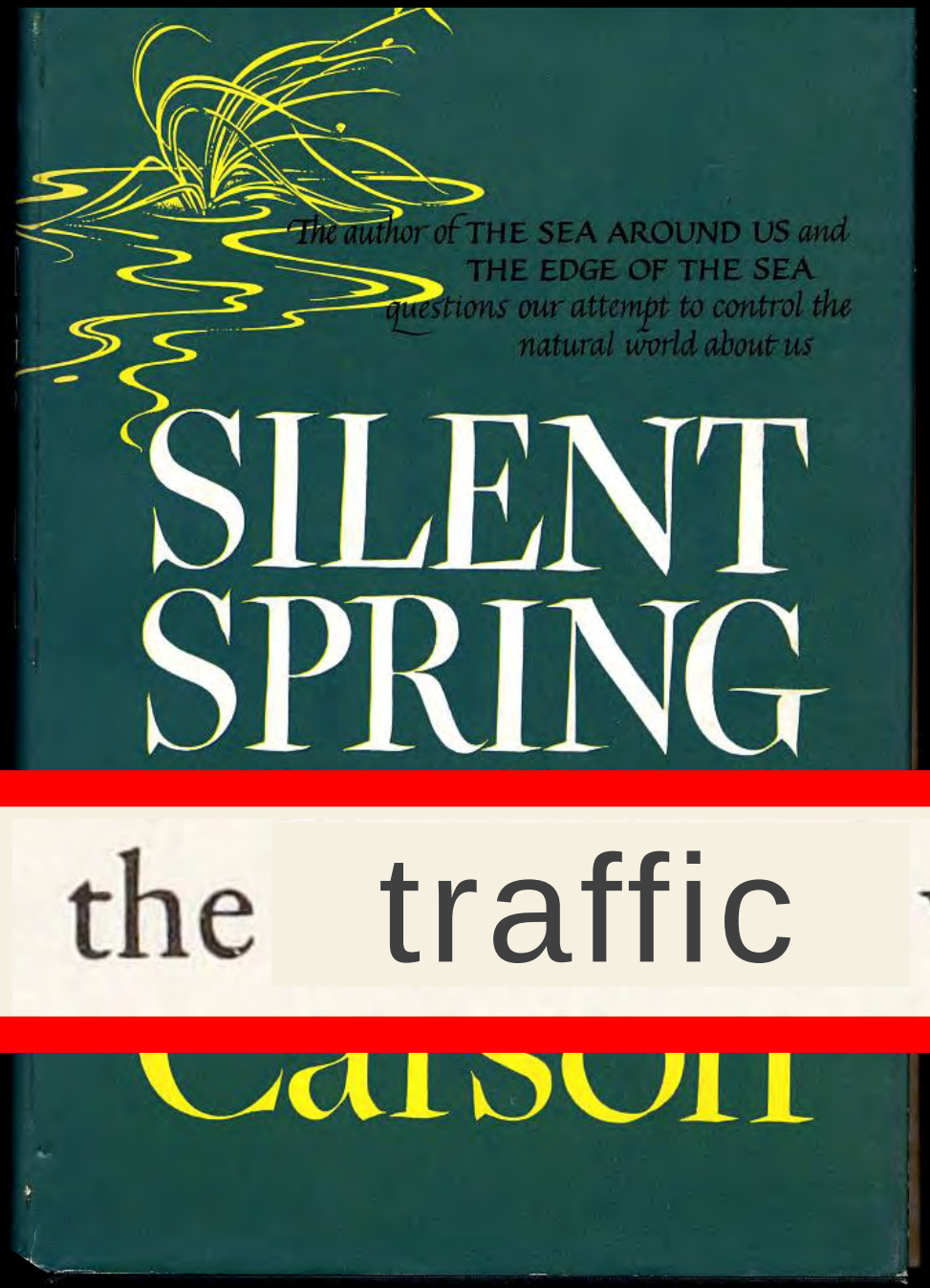
Annual congestion cost: $14.6 million

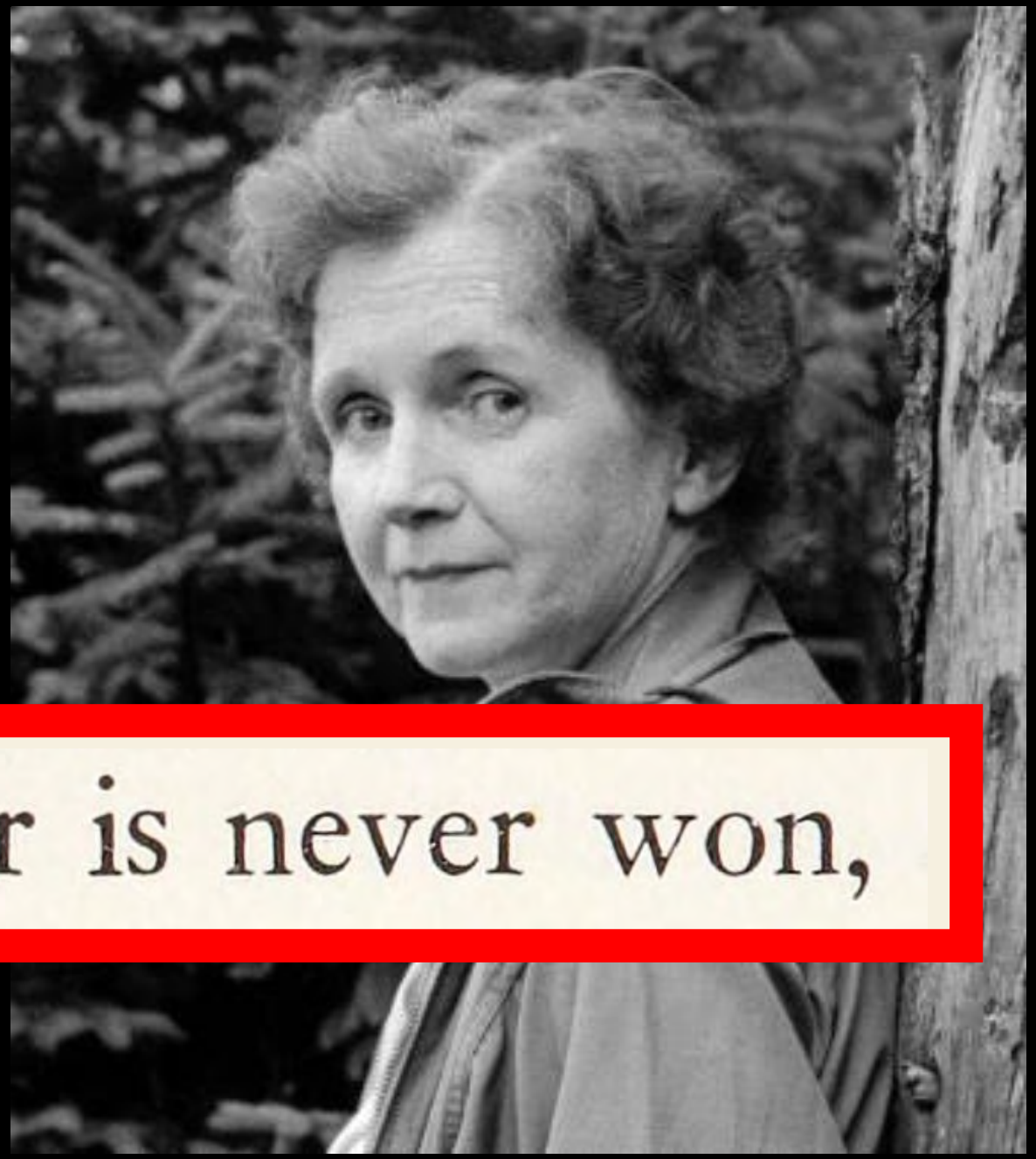

The author of THE SEA AROUND US and
THE EDGE OF THE SEA
questions our attempt to control the
natural world about us
SILENT
SPRING
Rachel
Carson





the chemical war is never won,

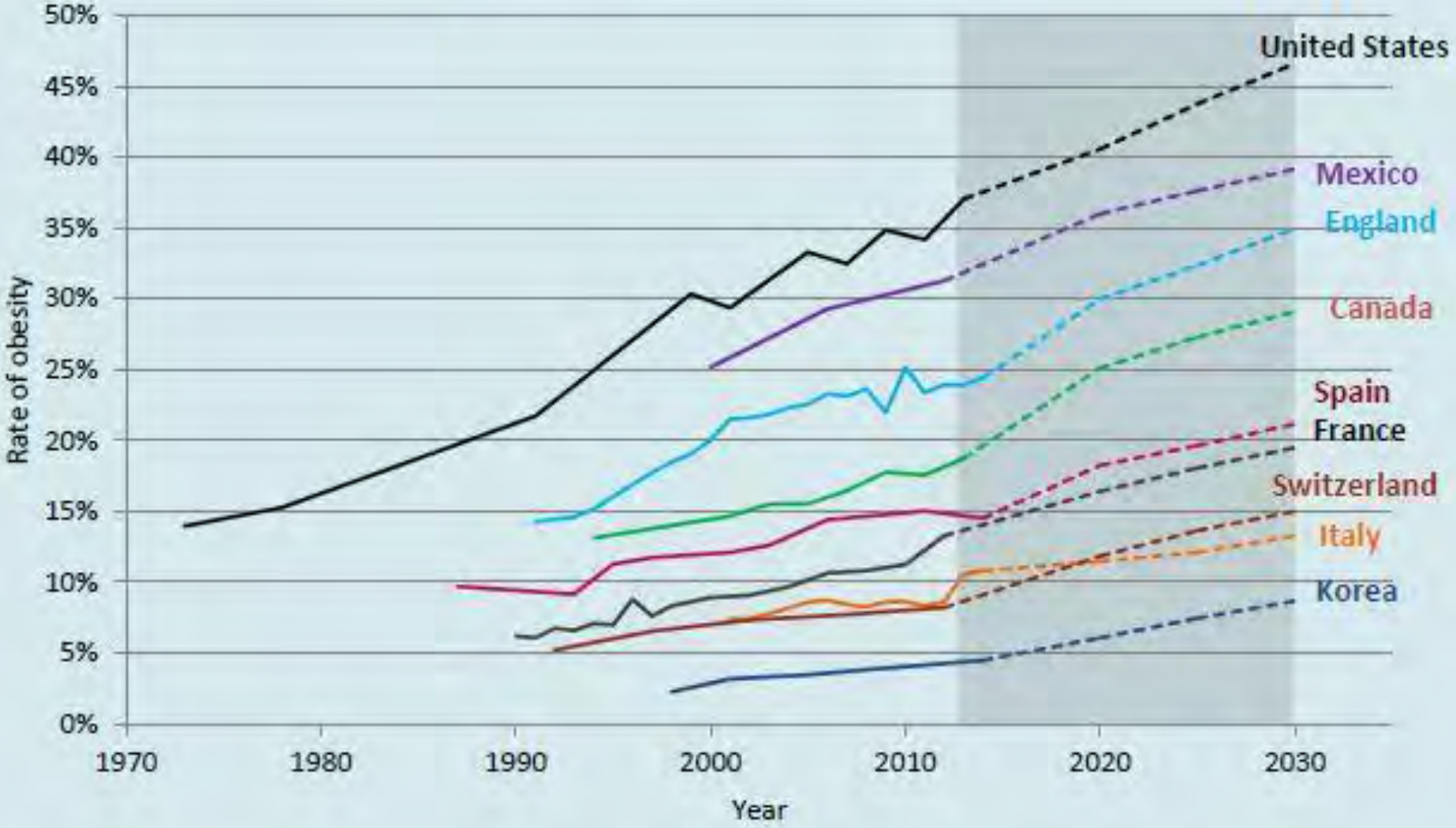




the traffic war is never won,

photo: Stephen Davis

Figure 5: Projected rates of obesity



Note: Obesity defined as Body Mass Index (BMI) ≥30kg/m². OECD projections assume that BMI will continue to rise as a linear function of time.
Source: OECD analysis of national health survey data.

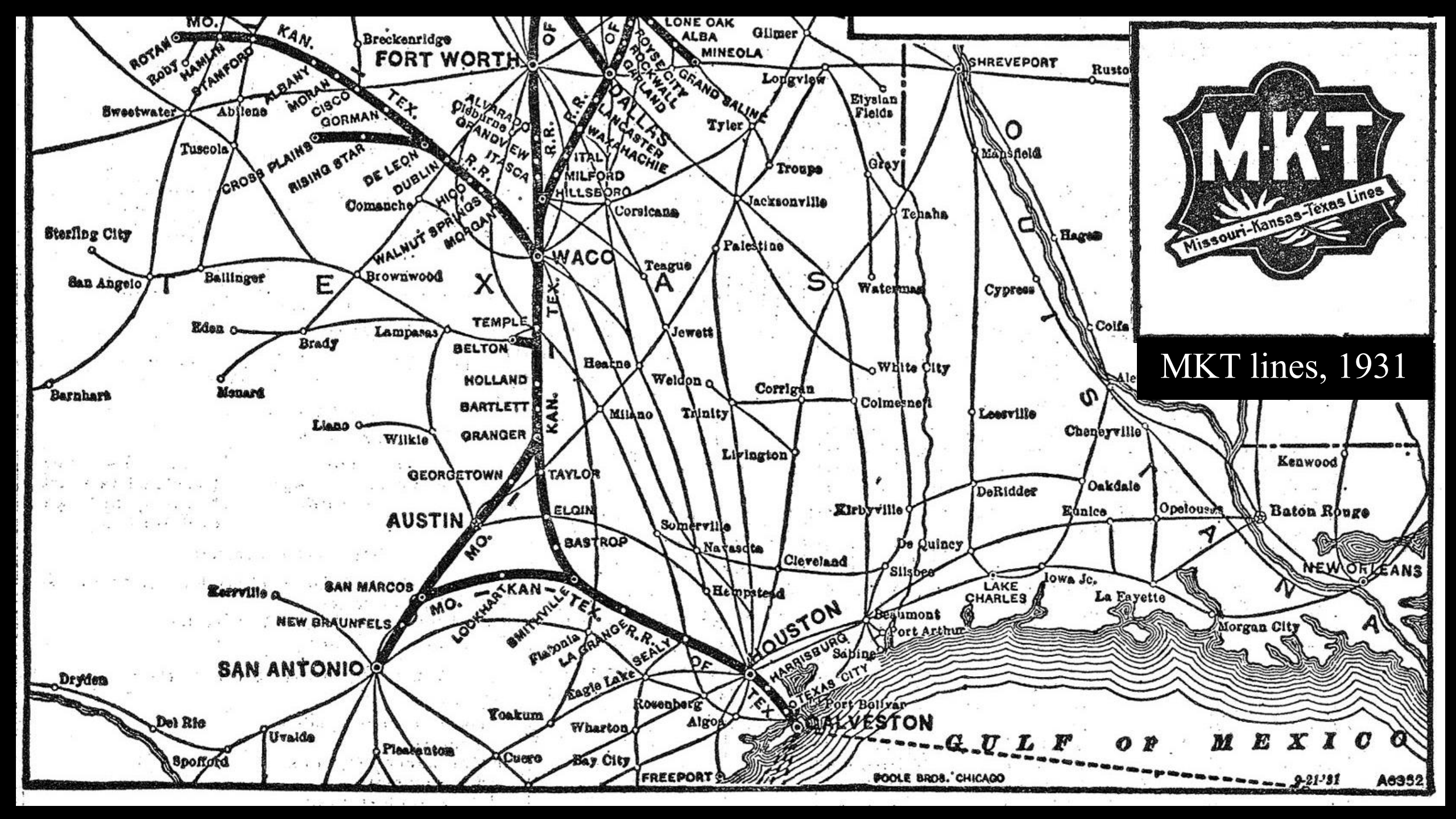
5

Low tech can be smart too.

Houston Street, c. 1910
(Texas Transportation Museum)

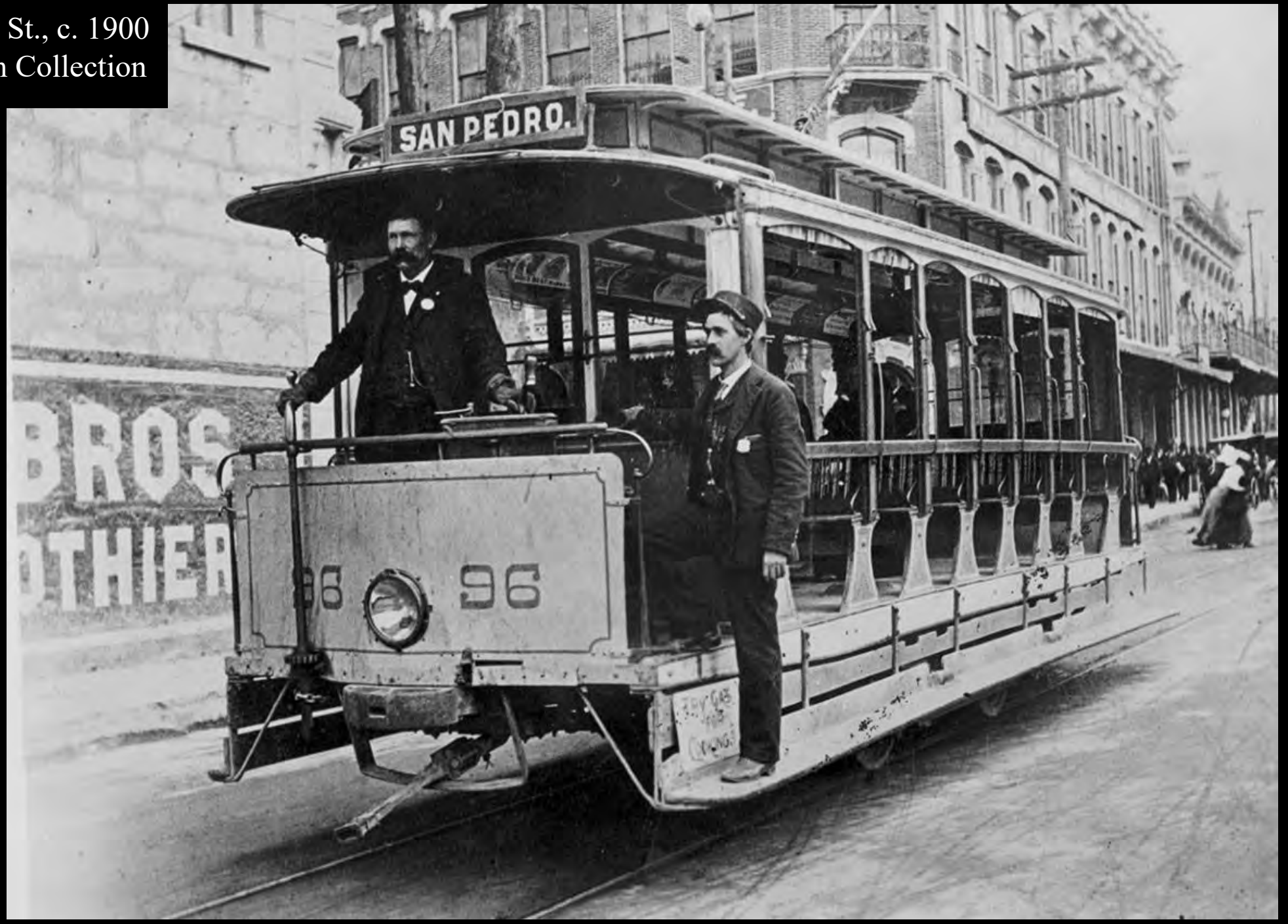
Alamo Plaza, c. 1900

Lewis and Betty Birdsong
Texas Transportation Museum


M-K-T
Missouri-Kansas-Texas Lines
MKT lines, 1931
FORT WORTH
DALLAS
WACO
AUSTIN
SAN ANTONIO
HOUSTON
GALVESTON
SHREVEPORT
Longview
Tyler
Jacksonville
Palestine
Corsicana
Hillsboro
Waxahachie
Denison
Sherman
Gainesville
Wichita Falls
Abilene
Sweetwater
Tuscola
Sterling City
San Angelo
Ballinger
Brownwood
Comanche
Dublin
Stamford
Roby
Rotan
Breckenridge
Albany
Cisco
Gorman
Cross Plains
Rising Star
De Leon
Eden
Brady
Menard
Barnhart
Llano
Wilkie
Lampasas
Temple
Belton
Holland
Bartlett
Granger
Georgetown
Taylor
Elgin
Bastrop
Somerville
Navasota
Cleveland
Hempstead
Waller
Prairie View
Brenham
Giddings
Smithville
Lockhart
San Marcos
New Braunfels
Kerrville
Fredericksburg
Junction
Del Rio
Uvalde
Spofford
Dryden
Pleasanton
Cuero
Yoakum
Wharton
Bay City
Eagle Lake
Sealy
Rosenberg
Algoa
Freeport
Texas City
Port Bolivar
Harrisburg
Sabine
Beaumont
Port Arthur
Orange
Silsbee
De Quincy
Kirbyville
DeRidder
Oakdale
Eunice
Opelousas
Lake Charles
Iowa Jc.
La Fayette
Morgan City
New Orleans
Baton Rouge
Kenwood
Cheneyville
Leesville
Colfax
Alexandria
Hagen
Mansfield
Cypress
Watermans
White City
Colmesneil
Corrigan
Trinity
Livingston
Milano
Weldon
Heatne
Jewett
Teague
Teneha
Grey
Troupe
Elysian Fields
Rusto
Glimer
Mineola
Alba
Lone Oak
Grand Saline
Rockwall
Garland
Lancaster
Ennis
Italy
Milford
Hillsboro
Itasca
Grandview
Alvarado
Midlothian
Hico
Walnut Springs
Morgan
Mo. Kan. Tex. R.R.
Mo. Kan. Tex.
Gulf of Mexico
Poole Bros. Chicago
9-21-31
A6352

c. 1895 (Texas Transportation Museum)

S. Alamo St at E. Commerce St., c. 1900
Zintgraff Studio Photograph Collection

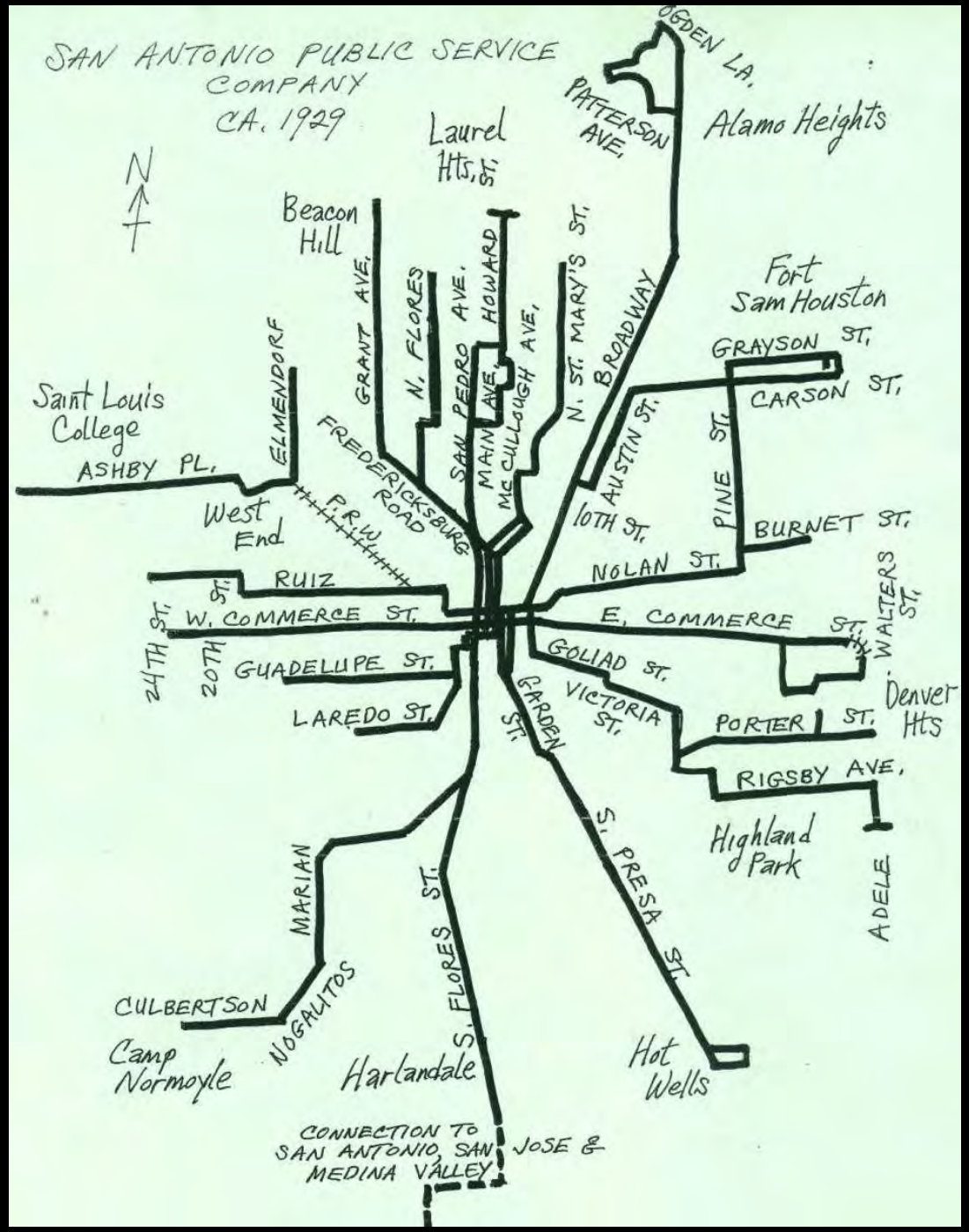


San Pedro Avenue, c. 1910

Texas Transportation Museum

San Pedro Avenue, 1927

Texas Transportation Museum



San Antonio Public Service Company lines, 1929

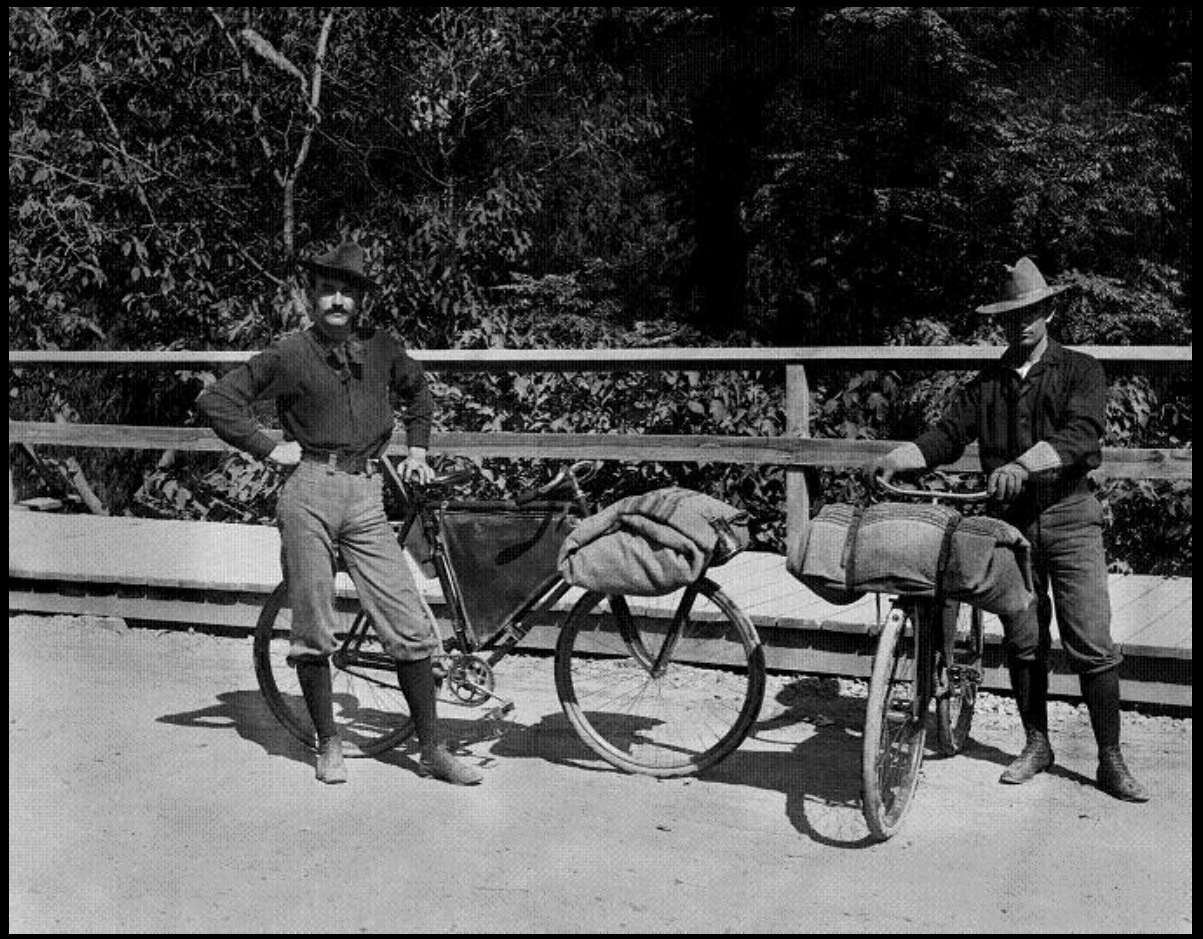
Texas Transportation Museum

Alamo Plaza, 1910

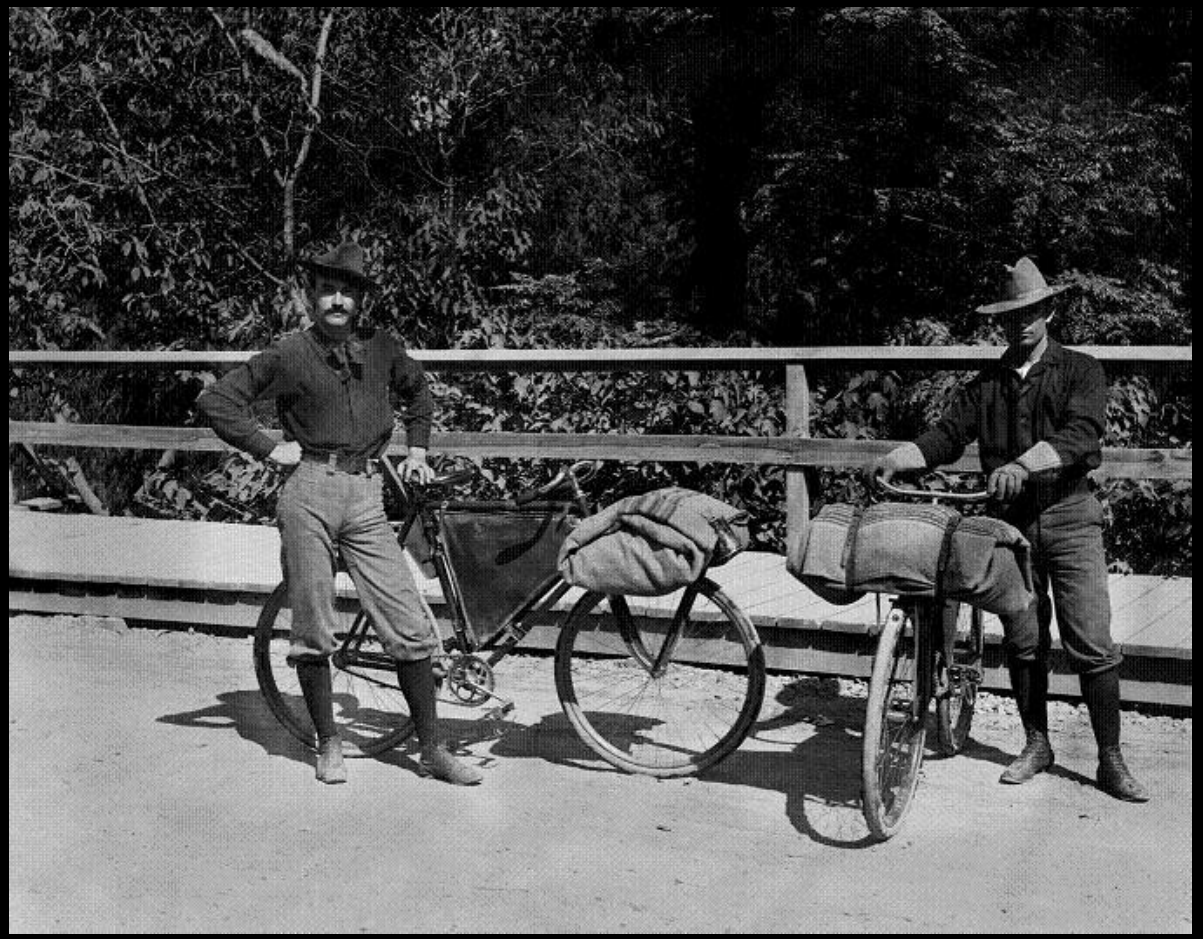
Hugh Hemphill, Texas Transportation Museum

Hugh Hemphill, Texas Transportation Museum

Hugh Hemphill, Texas Transportation Museum



Hugh Hemphill, Texas Transportation Museum



Hugh Hemphill, Texas Transportation Museum

Center Point (Kerr County
c. 1890

Corpus Christi, c. 1900

Hugh Hemphill, Texas Transportation Museum

Marion, Texas, c. 1910

Hugh Hemphill, Texas Transportation Museum

COMPLETE Market Reports

San Antonio Express

FINAL EDITION

CA 5-7411, Classified CA 5-1611 | 101st Year, No. 171 | SAN ANTONIO, TEXAS, *The HemisFair City*, TUESDAY, MAY 16, 1967 | F | 40 PAGES

Conservation Society Reopens Expressway Battle

By JAMES McCRORY

The long battle over the routing of the North Expressway through Olmos Basin and Brackenridge Park apparently isn't over.

The San Antonio Conservation Society has retained the prestigious Austin law firm of Clark, Thomas, Harris, Denius, and Winters to study the legality and propriety of the routing, the San Antonio Express has learned.

Working quietly since last fall, the society, through its attorneys, has hired experts to look into the routing and design of the expressway, apparently with the idea that a redesign with a minimum amount of rerouting could save the parklands and at the same time serve the traffic needs expected to be served by the North Expressway.

Mrs. Don F. Tobin, president of the society, Monday confirmed that the law firm had been retained. The firm assigned Attorney Barr McClellan to work on the case.

"It's quite certain now that the North Expressway (routing) cannot be declared over," Mrs. Tobin avowed. She said the society is approaching the problem "of saving the parks while serving the traffic needs" from a positive, constructive standpoint.

Among the experts hired to look into the proposed routing have been traffic engineers.

Mrs. Tobin reported the society hopes to approach the council sometime within the month on its alternate approach to the problems incident to the design of the expressway. It's understood that a certain amount of rerouting also would be required to save cutting up Olmos Basin and Brackenridge Park.

Questioned as to whether the society plans to go to court if it is unable to reach an amicable settlement with the city on the routing, Mrs. Tobin said the society hopes to avoid a court fight. She added that there are some legal points that haven't yet been argued in court.

Even after the Congregation of the Sisters of Charity of the Incarnate Word settled their long legal battle with the city over the routing through the Incarnate Word campus, the Conservation Society pledged it would continue the fight against the routing of the controversial expressway.

The society met shortly after the settlement between the nuns and the city, and its 75-member board of directors agreed to continue to oppose the routing "by any and all means possible" in line with its policy of opposing destruction of parks and scenic beauty.

The city purchased the right-of-way through the college property in January, 1966, and last August started the purchase of right-of-way for the North Expressway from private property owners.

Raymond Weber, assistant city attorney in charge of right-of-way matters, said that no North Expressway cases have been referred to him for litigation in the section of the expressway north of Pearl Parkway, the section for which the city is purchasing the right-of-way.

"I haven't filed any and don't see any in sight," Weber said before the Conservation Society surfaced Monday.

The state, however, which is buying the right-of-way for the highway south of Pearl Parkway, already has filed a number of condemnation suits in connection with the Interstate 35 and 37 interchange, which will serve the expressway.

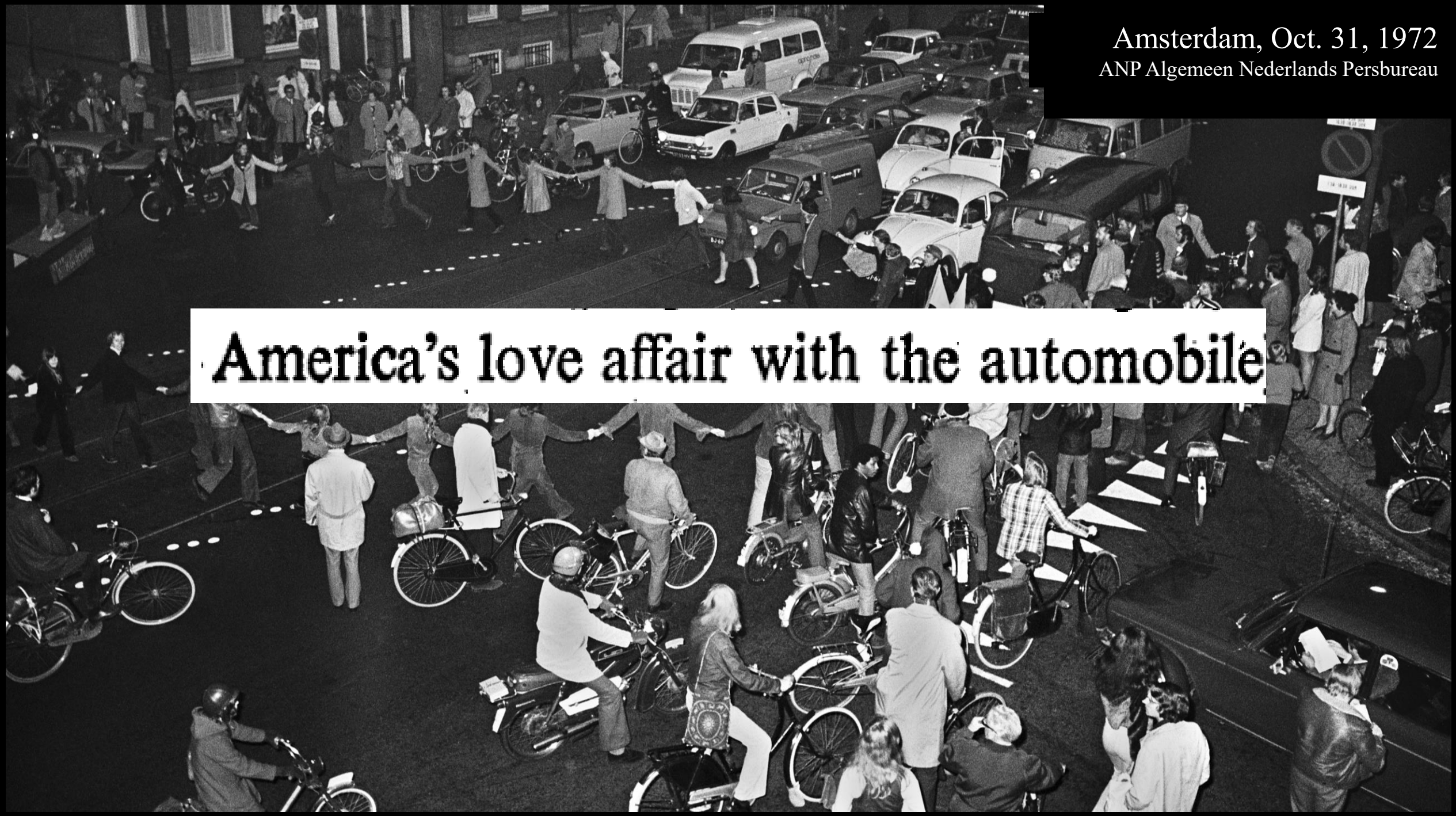
In the state cases on which condemnation commissioners already have acted, the state has appealed an award of $6,150 for a .0689 acre tract as excessive; has appealed, along with the property-owner, an award of $75,000 for a .3246 acre tract; has accepted, with the property-owners, a $4,400 award for a .0231 acre parcel and a $5,750 award for a .0521 acre parcel. A commissioners hearing is set on a .2778 acre tract for May 23.

6

Everyone wants choices.

Amsterdam, Oct. 31, 1972

ANP Algemeen Nederlands Persbureau


Amsterdam, Oct. 31, 1972
ANP Algemeen Nederlands Persbureau
America's love affair with the automobile

Northeast
Philadelphia, 1953


N 32nd St
NO
TURN
ON RED
6AM-6PM

Photography by Elwood P. Smith

Auto Deaths Spark Neighborhood Protest

Some 100 area residents yesterday staged a protest at the intersection of Allegheny Ave. and 32d St. where two children were fatally injured by a car Tuesday afternoon. The protesters want a traffic light installed instead of the present four-way stop signs. George Miller, 4, was killed by a car police said was driven by Gladys McClure, 43, of the 3100 block of Berkley St. Also injured was Karen Benson, 5, who died at 1:12 a.m. yesterday at Medical College Hospital of Pennsylvania. Both lived in the 3200 block of W. Willard St.

Philadelphia Daily News
April 27, 1978

North Philadelphia
April 28, 1978
32nd St and Allegheny Ave.
photo: Robert Dias
Phila. Evening Bulletin
Temple University Libraries

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RESEARCH ARTICLE

Persistent pedestrianism: urban walking in motor age America, 1920s–1960s

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Abstract
Generalizations about 'car culture' in the United States, and about American's 'love affair with the automobile', have concealed persistent values and practices among millions of Americans that do not suit such stereotypes. Car culture and the car's attractions are not denied. American society, however, is a complex of numerous subcultures, including many that resented and resisted the automobile's growing priority during the twentieth century. Such groups' resistance to automobile domination has been neglected. Persistent advocacy for pedestrians' interests is illustrated through numerous examples from the 1920s to the 1960s, the decades when 'car culture' rose to its apogee.

'Statistics show that Americans prefer their automobiles to all other forms of transportation.' This strangely commonplace statement appeared in an otherwise sophisticated report issued in 1993 by the US Federal Highway Administration.[1] Routine claims such as this are based on statistics of mode usage, not mode preference, and the leap from the one measure to the other is fatal to validity. True, Americans' reliance on automobiles grew throughout the twentieth century; by mid-century driving predominated even in most large US cities. But we cannot know what people prefer if they do not have good choices. Where the alternatives are unequal, practices tell us nothing about preferences.

The ubiquity of driving in twentieth-century America has too easily been confused for a pervasive preference for driving, and for driving under all circumstances, for all needs. The driving majority has also distracted us from the many who seldom or never drove, whether because of circumstances or preferences. It is not wrong to call the US a 'car culture', but like all nationalities, Americans have always

†Most of the research and writing of this article were conducted while the author was a visiting faculty member at Technical University Eindhoven with the support of Stichting Historie der Technik and Koninklijke Nederlandse Akademie van Wetenschappen, which institutions are hereby gratefully acknowledged, with special thanks to Professor Ruth Oldenziel of TUE and to Frank Schipper. I am also deeply grateful to Colin Pooley of Lancaster University for the opportunity to contribute to this special section on pedestrians.

[1]Federal Highway Administration, National Bicycling and Walking Study, *Measures to Overcome Impediments to Bicycling and Walking* (FHWA Case Study 4; Washington, Aug. 1993), 5.

North Hollywood, June 1946:
mothers demand safe streets.

Rankin, Pennsylvania, April 1951. The new bridge had no sidewalks, so residents blocked all bridge traffic until authorities agreed to add them

Third and Cooper Streets, Camden, N.J., February 25, 1952

photo: Frank P. Montone / Philadelphia Evening Bulletin / Temple University Libraries

Juniata (northeast Philadelphia), April 25, 1952

Philadelphia Evening Bulletin / Temple University Libraries

Reseda , California
(San Fernando Valley),
May 1952

Philadelphia, May 5, 1953
photo: Frederick A. Meyer
Philadelphia Evening Bulletin
Temple University Libraries

Cheltenham and Loretto Avenues, Philadelphia, September 15, 1954

Philadelphia Evening Bulletin / Temple University Libraries

HUMAN BARRIER—Frank Derby Sr., whose son was killed at the intersection Thursday, and Mrs. Fausto Apodach, beside him, who lost her son there two years ago, lead group protesting lack of signals at Glenoaks Blvd. and Vaughn St. Times photo

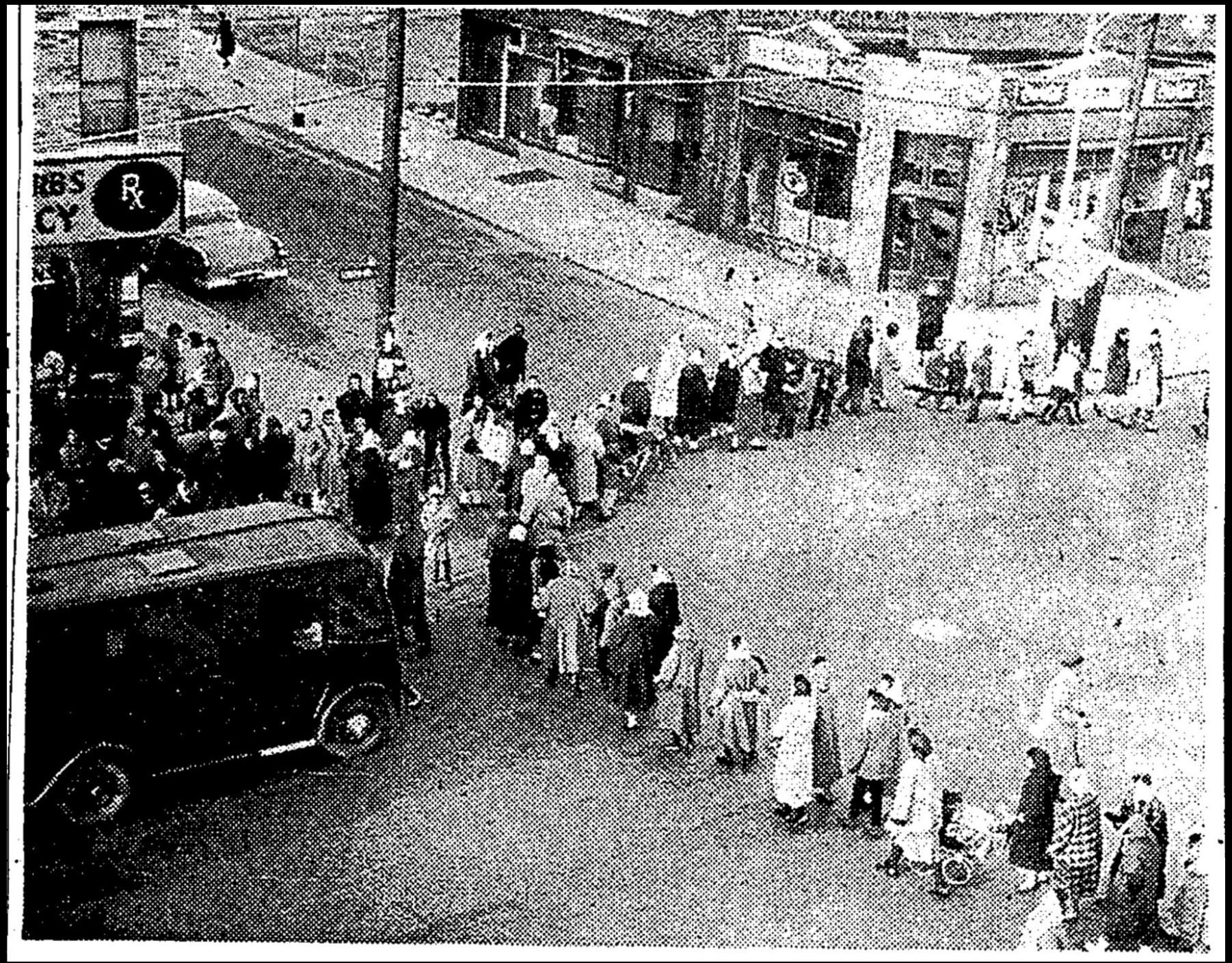
Pacoima , California
(San Fernando Valley),
December 1958

HUMAN BARRIER—Frank Derby Sr., whose son was killed at the intersection Thursday, and Mrs. Fausto Apodach, beside him, who lost her son there two years ago, lead group protesting lack of signals at Glenoaks Blvd. and Vaughn St. Times photo

Pacoima , California
(San Fernando Valley),
December 1958

Pacoima, California (San Fernando Valley), December 1958 (*Los Angeles Times*)


ESCRO
Crest
Interiors
SALE
SALE

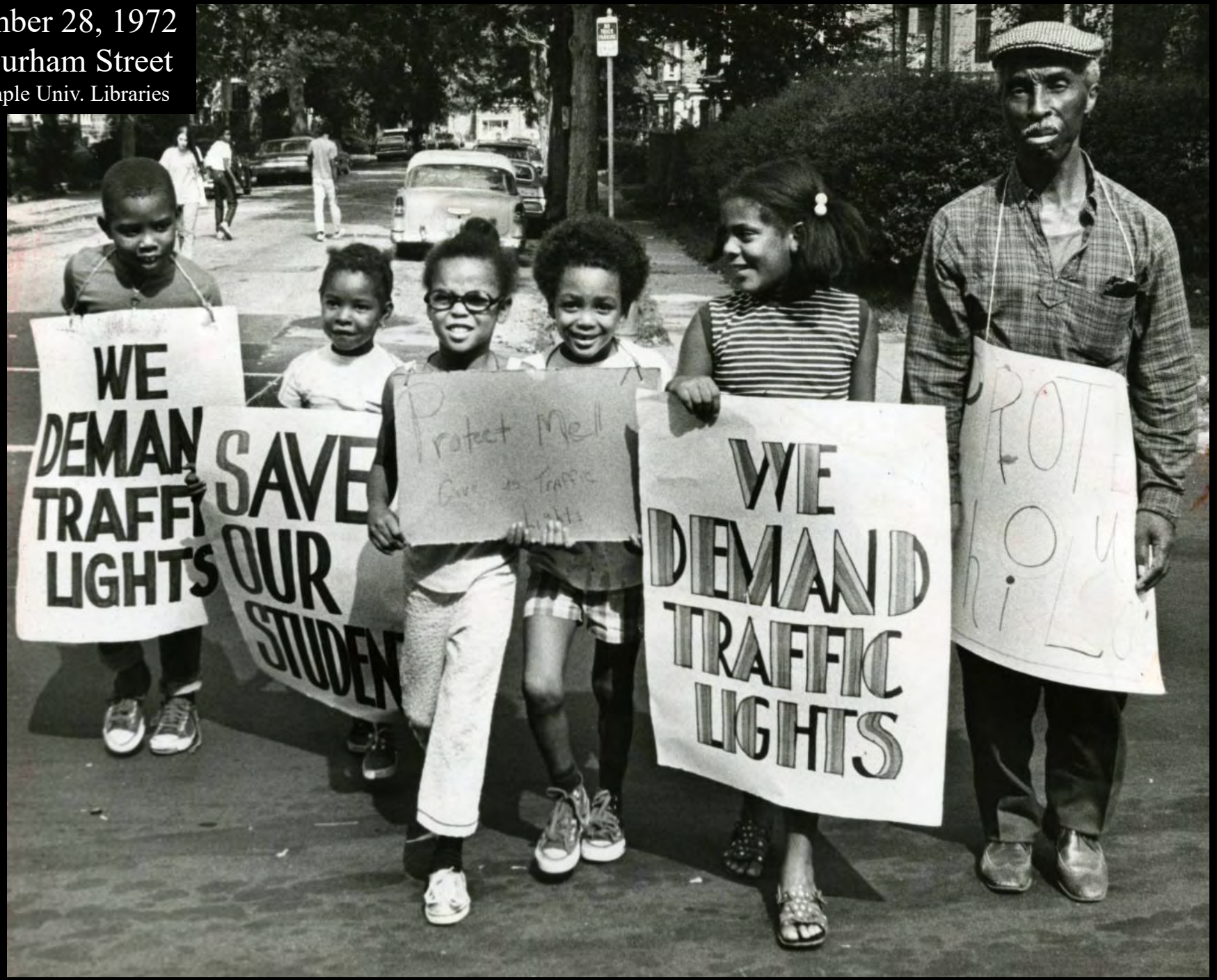


South Road and 160th Street, South Jamaica (Queens), New York City, January 1959. Demanding a traffic light at a dangerous intersections, residents begin the longest volunteer traffic blockade known. In September 1960 the city installed traffic lights.

Philadelphia, Sep. 22, 1968
Langdon and Sanger Sts.
photo: Joseph Wasko
Phila. Evening Bulletin
Temple Univ. Libraries

Philadelphia, September 5, 1969
photo: Maurice M. Upton
Phila. Evening Bulletin / Temple Univ. Libraries

Philadelphia, September 28, 1972
Chew Avenue and Durham Street
Phila. Evening Bulletin / Temple Univ. Libraries



27th and Berkley Streets, Camden, N.J., May 17, 1976

photo: George Tiedemann / Philadelphia Evening Bulletin / Temple University Libraries

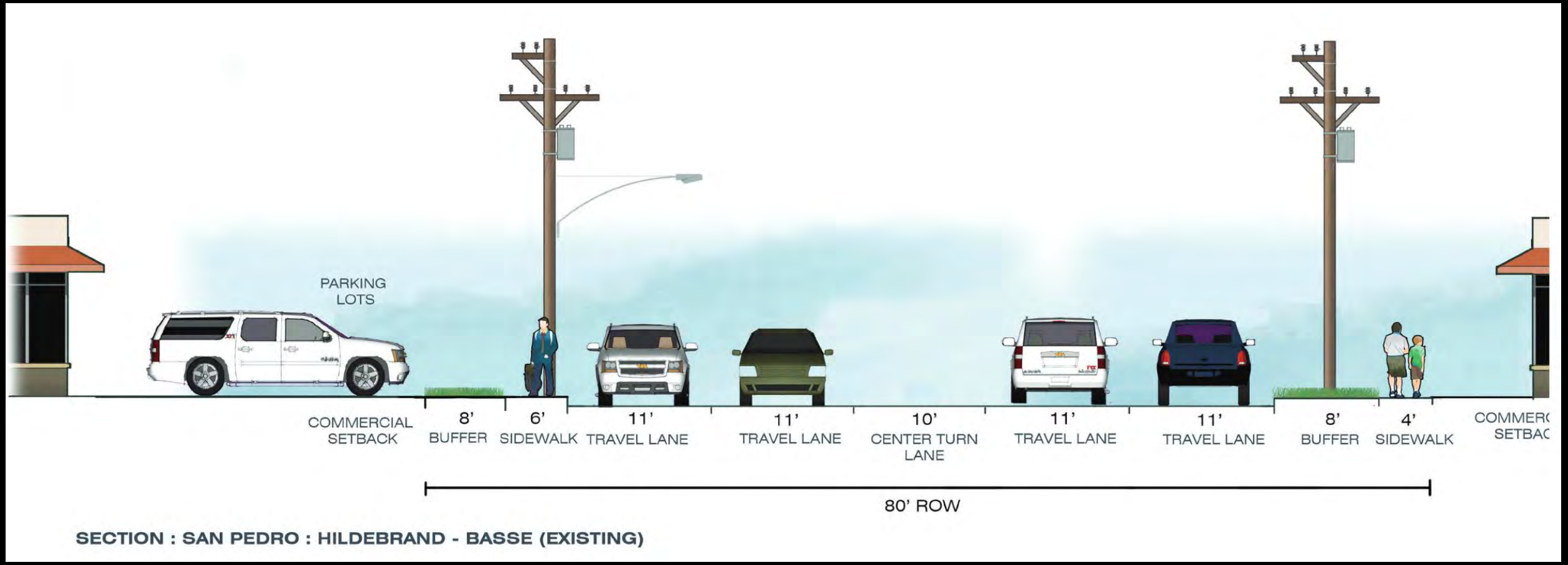
We don’t know what people prefer.

7

When people have good choices,
they can choose what they prefer.

7

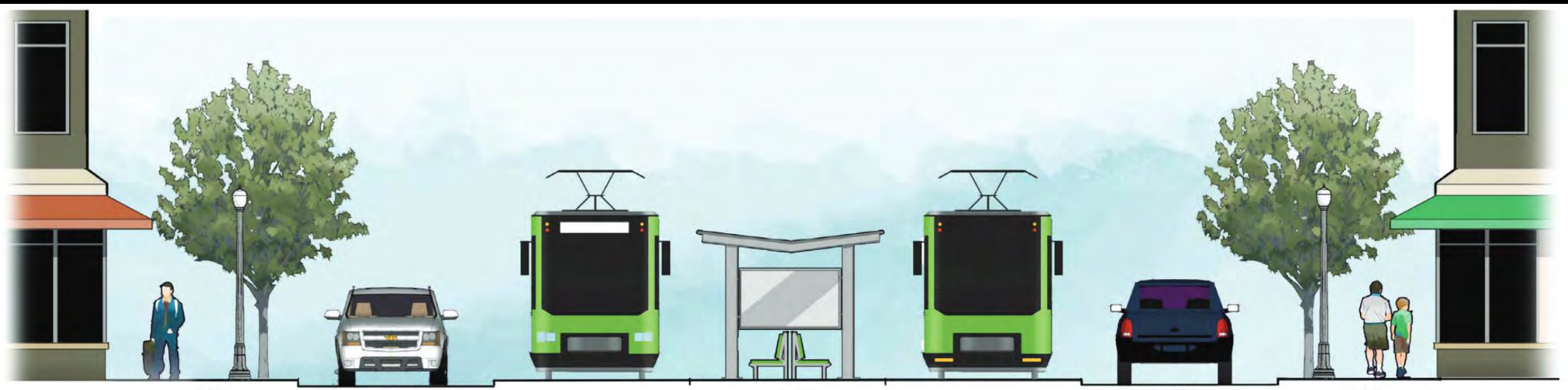
When people have good choices,
they can choose what they prefer.



SECTION : SAN PEDRO : HILDEBRAND - BASSE (EXISTING)

SA Tomorrow

San Pedro Avenue, San Antonio (photo: Scott Ball / thank you to Bill Barker)



SECTION : SAN PEDRO : HILDEBRAND - BASSE (OPTION 1)

We don’t know what people prefer.

We don’t know what people prefer.

Health is more than safety.

We don’t know what people prefer.

Health is more than safety.

We use what we pay for.

We don’t know what people prefer.

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The war on congestion cannot be won.

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