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conseil pour l'urbanisme européen

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ecocompactcity.org

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IMPARARE DALLE SMART CITIES

VERSO UNA RIFORMA RADICALE DELLA PERIFERIA

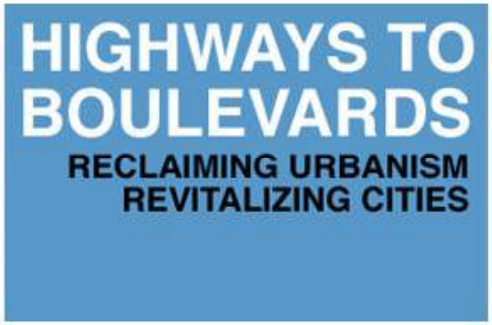
BOLOGNA DOPO L'EPOCA

DEL PASSANTE E DEGLI IPERMERCATI


13'-9"
LEFT
2 LANES


I-93 VIADUCT PARKING LOTS - LOT 5
April 29, 2014
Chinatown
Project Site
South End
South Boston
massDOT

Highways to Boulevards



America's twentieth century highway building era included elevated freeways which cut huge swaths across our cities, decimating neighborhoods and reducing quality of life for city residents. This massive concrete infrastructure had devastating effects on urban economies. It blighted adjacent property and pushed access to basic amenities further out. With the Federal and State Departments of Transportation confronting shrinking budgets and cities looking for ways to increase their revenues, it is an ideal time to offer less expensive, urban alternatives to the reconstruction of urban expressways.

New York City, Portland, San Francisco, Milwaukee and Seoul, South Korea have confronted this problem by replacing elevated highways with boulevards, saving billions of dollars and increasing real estate values on adjacent land. The Congress for the New Urbanism (CNU) and the Center for Neighborhood Technology (CNT) believe that teardowns offer an attractive option for cities struggling with aging highway infrastructure. The strategies are proving themselves in adding value and restoring urban neighborhoods decimated by highway construction.

Image Credit: Nora Beck, DanH

Freeways Without Futures

CNU and CNT's list of the top ten cities where the opportunity is greatest for removing highways to make way for convenient boulevards and revitalized neighborhoods.

Model Cities

Current Campaigns

San Francisco's Embarcadero

San Francisco's Embarcadero Freeway was originally designed to connect the Bay Bridge and the Golden Gate Bridge but was never completed. The Embarcadero only succeeded in cutting off the city from the waterfront and running long ramps deep into the neighborhood fabric. In the most used sections, traffic on the Embarcadero reached well past 100,000 vehicles per day.

Freeway Removal

The battle to demolish the Embarcadero had been struggling until the 1989 Loma Prieta earthquake. After the earthquake damaged it beyond repair, the city experienced initial traffic congestion but it did not lead to permanent traffic disruptions. The network of streets was able to absorb a large amount of traffic given their previous underused capacity. In addition, annual BART ridership experienced a 15% increase. The scales of public opinion shifted towards removal when residents saw the redevelopment potential and the cost comparisons. Evolving cost projections, which climbed from $15 million for strengthening to $69.5 million for freeway reconstruction, changed the debate in favor of a boulevard--with a final cost less than $50 million.

The Boulevard

Built in 2002, the Boulevard itself was deemed an impressive success from many different angles. Designed by ROMA Design Group as a dynamic multi-use boulevard, it contains two banks of thoroughfare traffic, 3 lanes going in each direction and a streetcar line running down the center. This allows for the accommodation of significant auto traffic, but also gives residents options other than private vehicles.

Economic Development

The area has sprung to life since the freeway demolition. More than 100 acres of land along the waterfront that had once been dominated by the elevated freeway gave way to a new public plaza and waterfront promenade. Dense commercial development has lined the street, housing in the area increased by 51% and jobs have increased by 23%. High profile redevelopments like the old Ferry Building and Pier 1 have continued to transform the waterfront. Similarly, the old industrial South Market area was redeveloped as a dense, mixed-use neighborhood. As of 2006, the large number of recent assessments in the redesigned area pushed the average sale base year to 2000 compared to the citywide average of 1996.

Embarcadero Freeway and Ferry Building, circa 1960. Source: Telstar Logisitics.

The Embarcadero from street level, circa 1980. Source: Telstar Logistics.

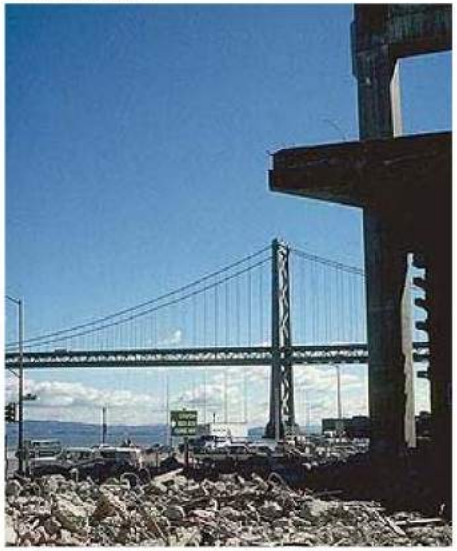
After street redesign, circa 2008. Source: BruceTurner.

DEMOLIZIONE DELL' EMBARCADERO FREEWAY, SAN FRANCISCO, 1991-2003

COSTRUZIONE DEL NUOVO BOULEVARD

CON

QUARTIERI URBANI INTEGRATI



I NUOVI QUARTIERI URBANI 9INTEGRATI COSTRUITI SUL SITO DELLA TANGENZIALE DEMOLITA

DEMOLIZIONE DELL'EMBARCADERO FREEWAY, SAN FRANCISCO, 1991-2003 COSTRUZIONE DEL NUOVO BOULEVARD

LA VECCHIA TANGENZIALE PRIMA DELLA DEMOLIZIONE

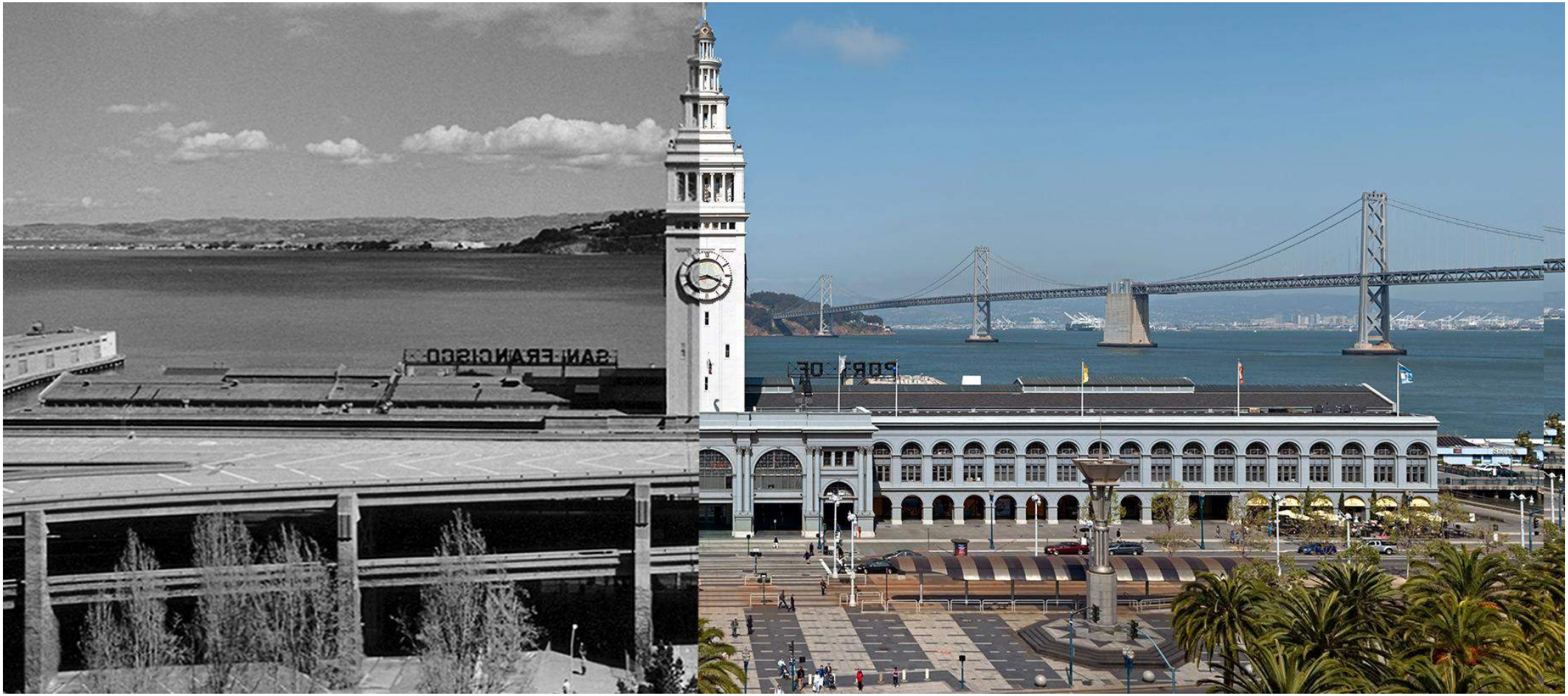
DEMOLIZIONE
DELL'EMBARCADERO FREEWAY,
SAN FRANCISCO, 1991-2003

COSTRUZIONE DEL
NUOVO BOULEVARD

CON TRAM
PASSEGGIATA SULLA BAIA
NEGOZI
E QUARTIERI INTEGRATI


1989


2015


SAN FRANCISCO

Milwaukee's Park East Freeway

In the 1960s, highway designers planned to surround the Milwaukee central business district with an expressway. Despite public protest, more than half of the highway loop was built, including a 0.8-mile stretch in 1969 that separated the north side from the rest of downtown, known as the Park East Freeway. Enough opposition emerged to stop the Park East from continuing east to the waterfront of Lake Michigan--but damage was already done. The Park East displaced multiple blocks of development, ultimately occupying 16 acres. In 1999, the Park East Freeway carried an estimated 54,000 vehicles on an average weekday. It limited access to downtown, with exits at only three points, and interrupted the street grid--funneling north-south street traffic to three main intersections.

Freeway Removal

In the 1990s, a new Riverwalk system stretching along the Milwaukee River through the entire downtown renewed interest in the riverfront and sparked a downtown housing boom. But the area around the Park East Freeway remained underutilized with surface parking lots and aging industrial parcels. Leaders began to recognize it as a barrier to redevelopment efforts. Mayor Norquist began a campaign for the complete demolition and removal of the Park East and its replacement with a landscaped boulevard. In 2002, demolition began and the removal of the spur and reconstruction was accomplished with $45 million through a variety of federal, state, and city sources.

The Boulevard

The freeway was replaced with McKinley Boulevard and the previous urban grid was restored. The City of Milwaukee led the creation of redevelopment plans for the area. Under the direction of City Planner Peter Park, the city drafted a form-based code for the renewal area to encourage development to reinforce the original form and character of the area.

Economic Development

Given the fairly recent opening of the boulevard -- the redevelopment interest is proving the value of converting this area into a walkable urban space. Fortune-500 Manpower Corporation has moved its headquarters a block from the former highway and mixed-use developments are popping up along the boulevard as well as in the surrounding blocks. Between 2001 and 2006, the average assessed land values per acre in the footprint of the Park East Freeway grew by over 180% and average assessed land values in the Park East Tax Increment District grew by 45% between 2001 and 2006. This growth is much higher than the citywide increase of 25% experienced during the same time period.

Park East Expressway Circa 1990, Source: City of Milwaukee Planning Department

Before and after plans for the Park East footprint. Source: City of Milwaukee Planning Department

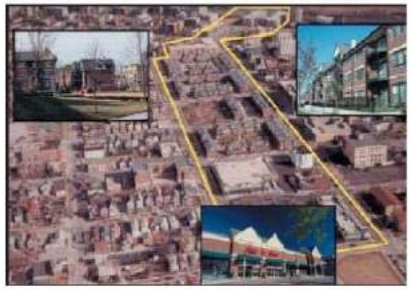
Milwaukee's new Flat Iron building, in the Park East redevelopment zone. Source: Milwaukee Dept. of City Development

DEMOLIZIONE DELLA PARK EAST FREEWAY, MILWAUKEE, 2000-2008
COSTRUZIONE DI NUOVI BOULEVARDS E QUARTIERI URBANI INTEGRATI

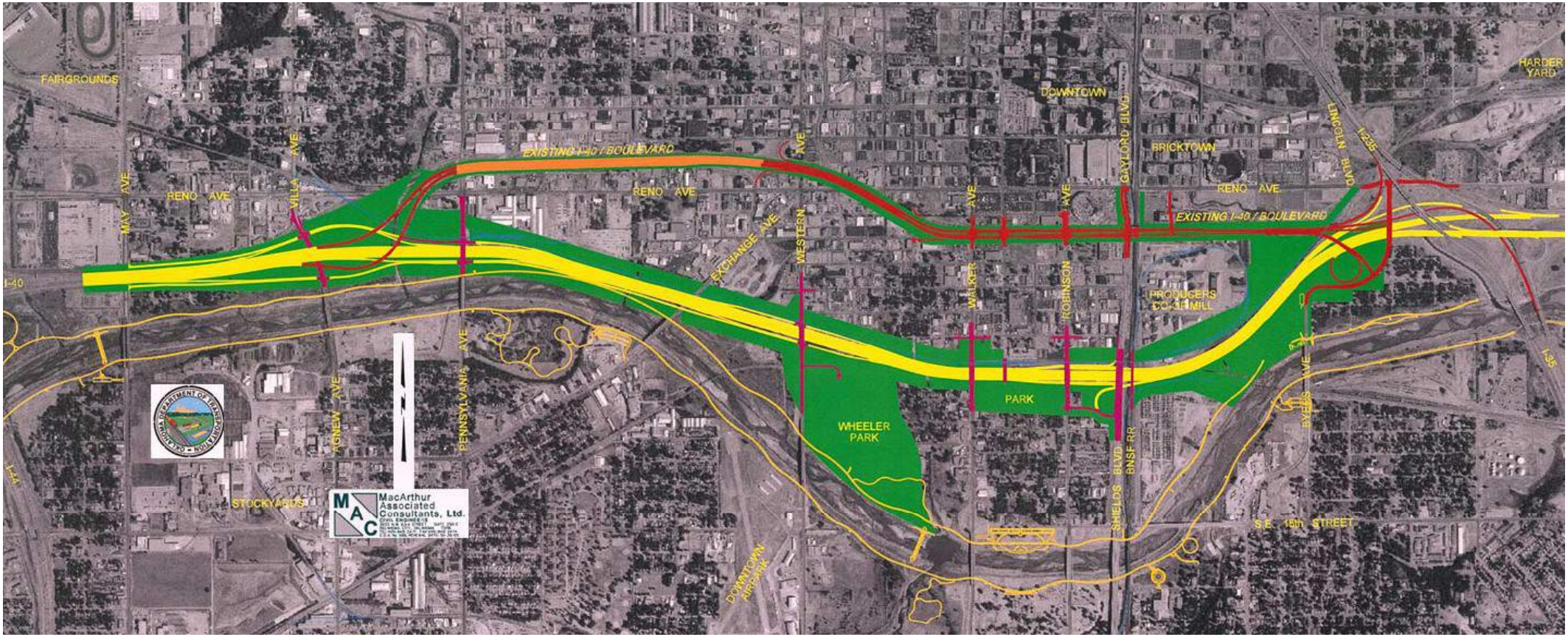
DEMOLIZIONE DELLA PARK EAST FREEWAY, MILWAUKEE, 2000-2008

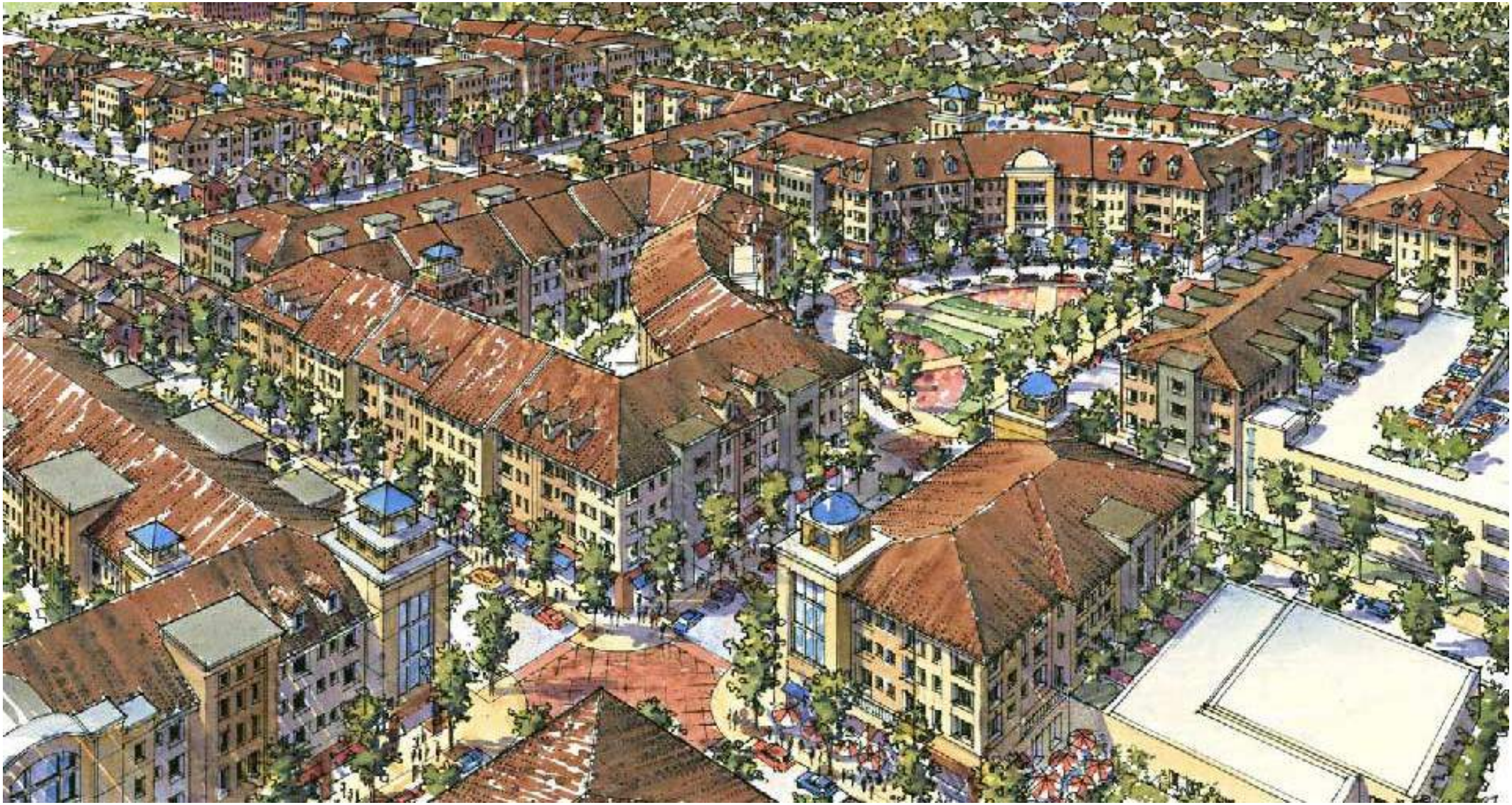
COSTRUZIONE DI NUOVI BOULEVARDS E QUARTIERI URBANI INTEGRATI

I NUOVI BOULEVARDS E QUARTIERI URBANI INTEGRATI DI MILWAUKEE




POPULOUS
HNTB
eta


FAIRGROUNDS
MAY AVE
RENO AVE
VILLA AVE
EXISTING I-40 / BOULEVARD
RENO AVE
EXCHANGE AVE
WESTERN AVE
DOWNTOWN
AVE
AVE
GAYLORD BLVD
BRICKTOWN
RENO AVE
EXISTING I-40 / BOULEVARD
LINCOLN BLVD
I-235
HARDER YARD
I-40
WALKER
ROBINSON
PRODUCERS CO-OP MILL
I-35
PARK
WHEELER PARK
AGNEW AVE
PENNSYLVANIA AVE
BYERS AVE
I-44
STOCKYARDS
SHIELDS BLVD
BNSF RR
S.E. 15th STREET
DOWNTOWN AIRPARK
MacArthur Associated Consultants, Ltd.




40 Forward

Seattle's Alaskan Way Viaduct

The Alaskan Way Viaduct of Seattle is a road under siege. Built in 1953, as State Route 99, the Alaskan Way is a north-south route alongside Seattle's Elliot Bay and carries approximately 105,000 vehicles per day. After portions of the structurally similar Cyprus Street Viaduct of Oakland, CA crumbled during the 1989 Loma Prieta Earthquake, the integrity of the Alaskan Way became highly suspect. In 2001, damage by the Nisqually Earthquake confirmed these suspicions, necessitating emergency repairs and calling into question its long-term viability. The City of Seattle and the State of Washington have been wrestling with what to do with the aging, precarious structure ever since.

Removal Proposals

In 2007, after a study by the University of Washington found that damage from continued post-earthquake settling will further damamge the structure, they recomended the viaduct be destroyed within 4 years. Initial proposals released by the Washington State Department of Transportation for replacement arterials included only an expanded elevated highway or a tunnel during the downtown segment--each with price tags of $4 billion or more--met with fierce opposition. On a March 13, 2007, Seattleites voted both of these options down in a local referendum--welcoming in a surface and transit option.

The Boulevard Option

With the two expensive options off the table, Cary Moon and the People's Waterfront Coalition have capitalized on momentum for a surface boulevard alternative. The organization envisions an open, lanscaped boulevard with built in options for transit. This human-scale structure would re-open the waterfront to the community and restore the shoreline, thus supporting a vibrant urban atmosphere. Further development along the newly opened 335 acres of public land on Seattle's waterfront could give way to new parks, beaches, and development--and save the city years of construction delays and billions of dollars. "If you try to build your way out of congestion," says Moon, "you'll ruin your city or go broke trying."

Future Plans

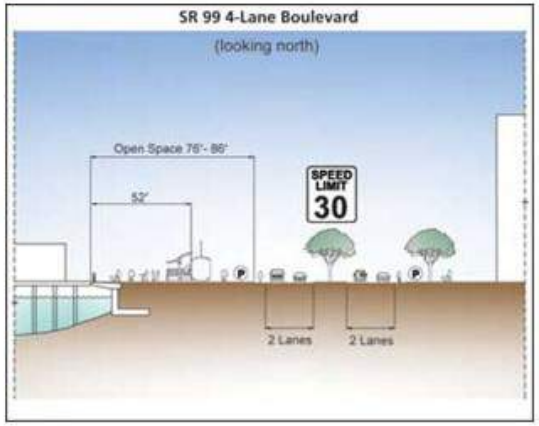
In January, 2008 Governor Christine Gregoire decreed that "no-action" was not an option, and that by 2012 the Viaduct would come down, though has not decided on a specific replacement. The current mayor Greg Nickels and other local officials still support the tunnel option, despite the prohibitive cost and voter disapproval. After the March, 2007 voter rejection of the rebuilding and tunneling options, the city went back to work, putting together other proposals.Today, there are 8 alternatives, three of which involve replacing the elevated structure with surface roads.

Resources

Smart Mobility Sept. 2006: Alaskan Way Viaduct: Analysis of No-replacement Option

The Alaskan Way Viaduct, as seen from Elliot Bay. Source: Wikipedia

Source: Flickr.com Slightlynorth

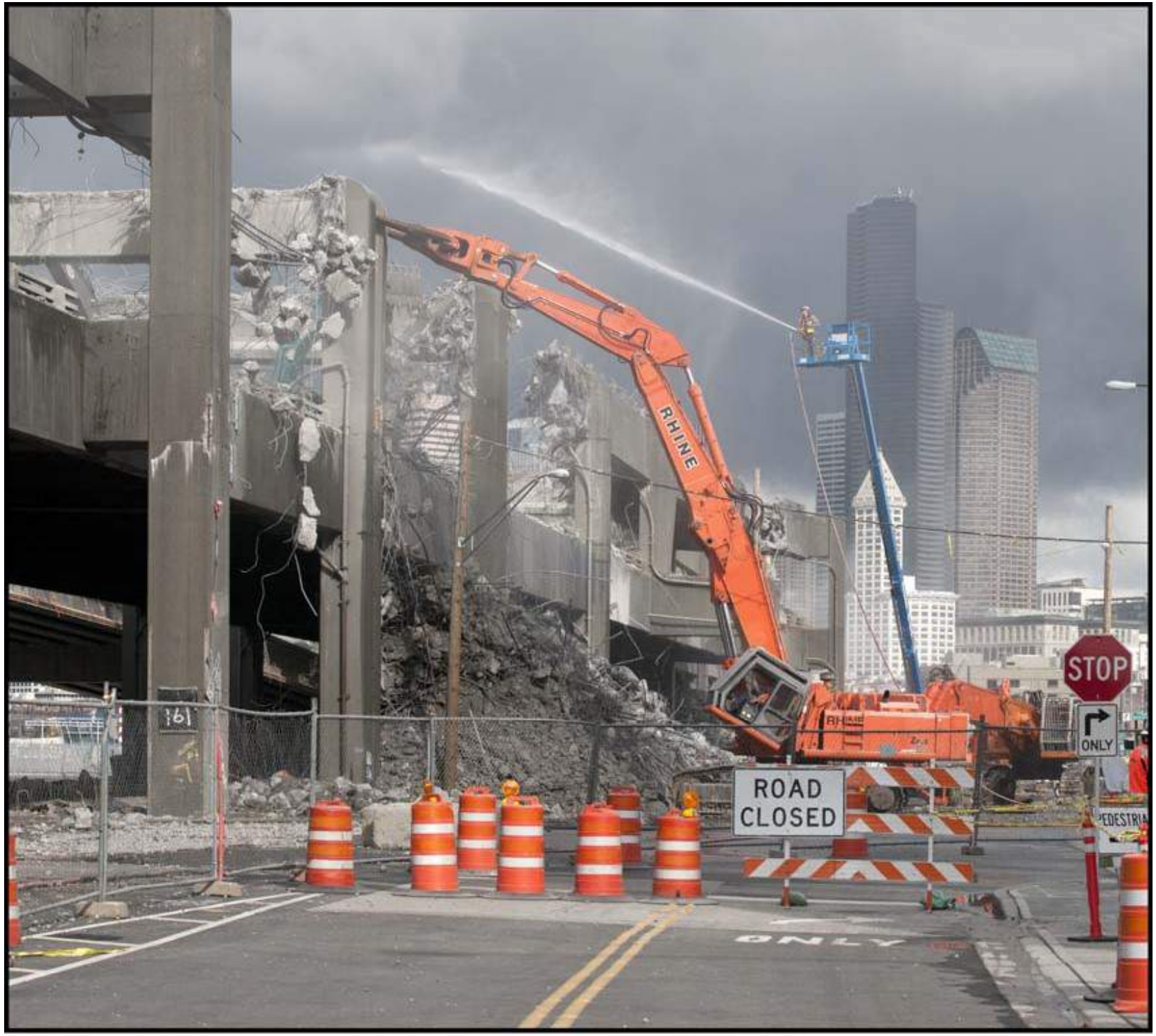


One of three proposed surface level alternatives Source: Washington State DOT

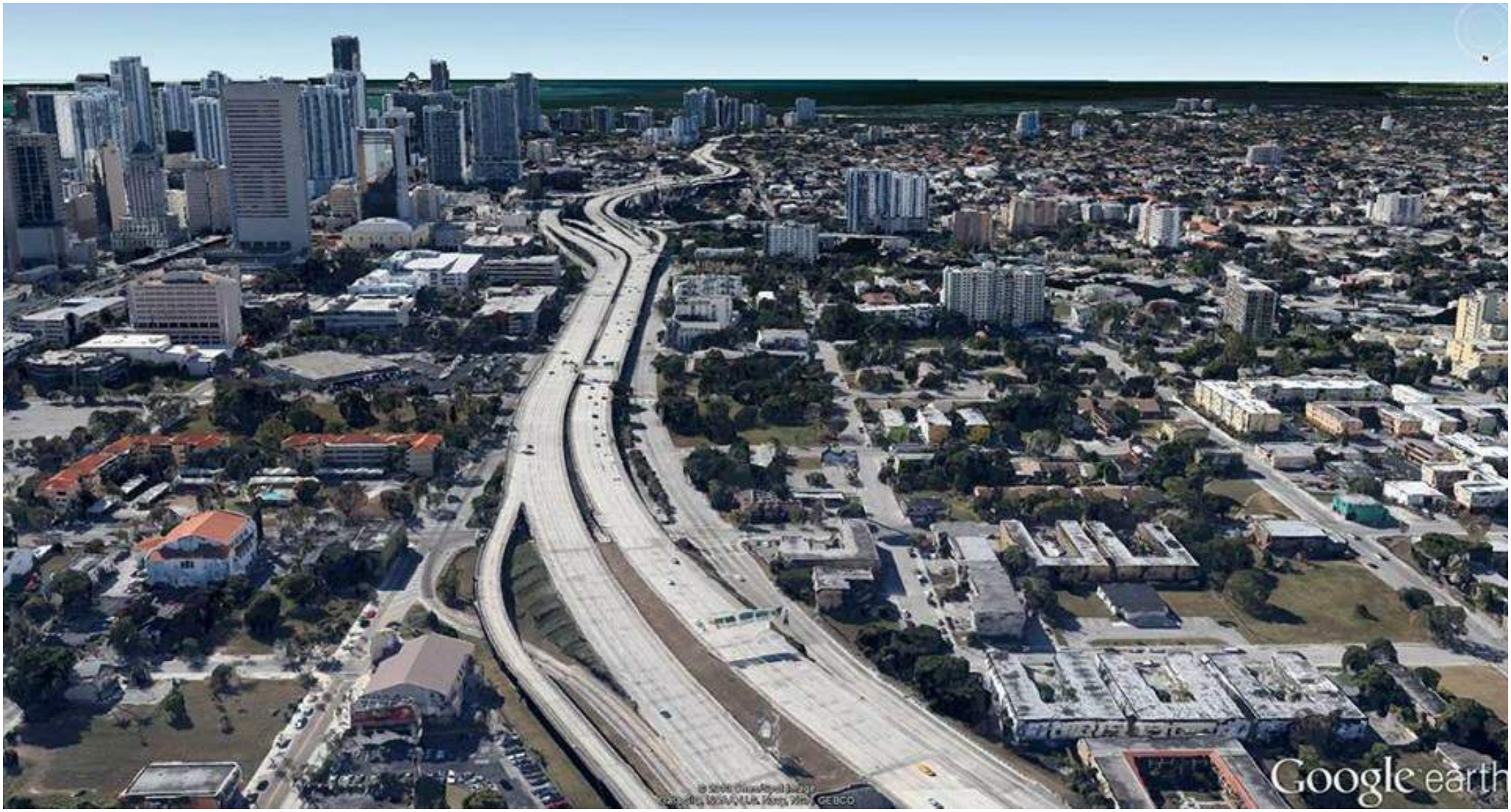
2011-10.13_0785 This section of viaduct will remain until 2015. photo: John Stamets


Bertha
Street level
Street level
Elevation in feet
150
100
50
0
-50
-100
-150
1
2
3
4
5
6
7
8
9
10
Total feet machine traveled to reach current zone: approximately 1,455 of 9,300
Bertha, the SR 99 tunneling machine
Colman Dock
START
FINISH
WESTLAKE AVENUE N
TERRY AVENUE N
BOREN AVENUE N
FAIRVIEW AVENUE N
MINOR AVENUE N
PONTIUS


KOMATSU
HARPER



2011-10.23_3453-56 Demolition of Alaskan Way Viaduct at S. Atlantic St. photo: John Stamets


Google earth


© 2013 Cnes/Spot Image
Image U.S. Geological Survey
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Google earth


1 신 평 와


신일금속센터

People's Waterfront Coalition

Citizens for a Highway-Free Shore

Home
Transportation
Economics
Ecology
Vision
Who We Are
Media

Take action
Contact us

The People's Waterfront Coalition is a fast-growing association of organizations and individual citizens who want to prevent the construction of a new highway on the shore of Elliott Bay in Downtown Seattle.

- **We don't need a highway.**
  We can transfer trips now made on the Viaduct to other arterials (and clear traffic for all of us) with a few strategic, lower-cost investments. There are cheaper, simpler, more efficient solutions that take advantage of existing resources.
- **We can't afford a megaproject.**
  Seven to eleven years of construction, 24 hours a day, 7 days a week, on a mile-long site in the heart of our city. At a cost of billions, unaffordable in every way.
- **Elliott Bay needs our help.**
  This is a once-in-a-century opportunity to create a shoreline downtown that works for residents as well as visitors, native salmon and the marine ecosystems of Puget Sound.
- **See what we could have instead of concrete:**
  A lush, healthy, functioning shore with dense and vibrant development along the edge of smartly planned public space, expressing the deep values of the city we love.

People's Waterfront Coalition

The Citizens' Alternative to Rebuilding Seattle's Viaduct

- Home
- Transportation
- Economics
- Ecology
- Vision
  - The Opportunity
  - An Assembled Edge
  - Seattle Strand
  - The Strategy
  - The Payoff
  - Results
- Who We Are
- Media

Take action

Contact us

VISION

THE OPPORTUNITY

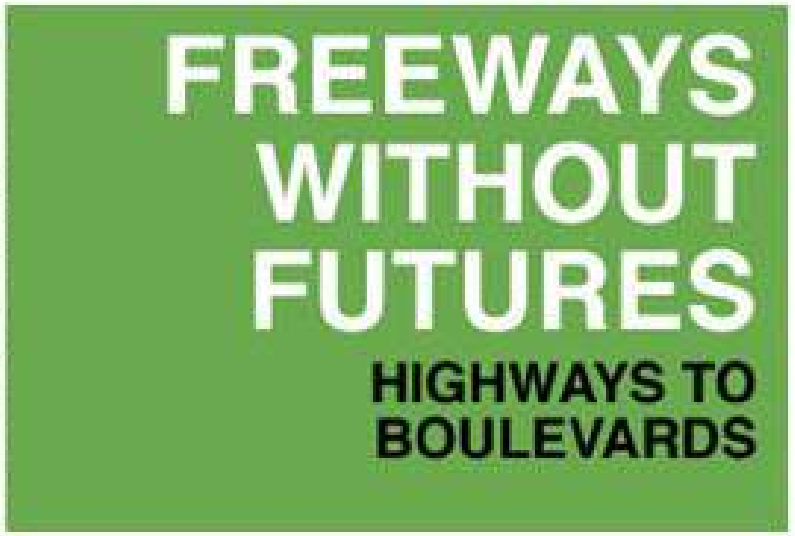
The confluence of opportunity is unprecedented. 335 acres of public land along Seattle's shore are in transition, facing the most dramatic natural panorama in the state, perhaps in the country. This demands a holistic approach which considers moving vehicles as only one of a host of concerns. We are a city with a densifying downtown and no place to let loose. We are a city heading a charge toward sustainable building, while pouring polluted runoff into our struggling bay. We are a city that remembers its recent wilderness, a city in love with our watery terrain, yet largely remote from contact with the water itself. We are a city that knows landscape as active and visceral, not just as scenic backdrop. How could we build a freeway along our shore without exploring the greater possibilities?

DREAM IT, BE IT

Here is the chance to lure locals, families from all over the region, and visitors to our most sublime and mysterious territory. We have the chance to inject new, year-round economic vitality into a stagnant tourist zone. We can refresh rather than injure Elliott Bay's delicate marine ecology. We can create a place where the urban and natural worlds mix, and in which our city's character is enriched by that confluence, a real place for everyone, not just drivers, or tourists, or waterfront condo owners. This site is too important, too rich, to address it as just a highway megaproject.

Instead, we propose a larger strategy that weaves our more fundamental, complex and diverse desires into an evolving shore for a city pursuing its dream of itself.

Freeways Without Futures



A National List of Top Teardown Prospects

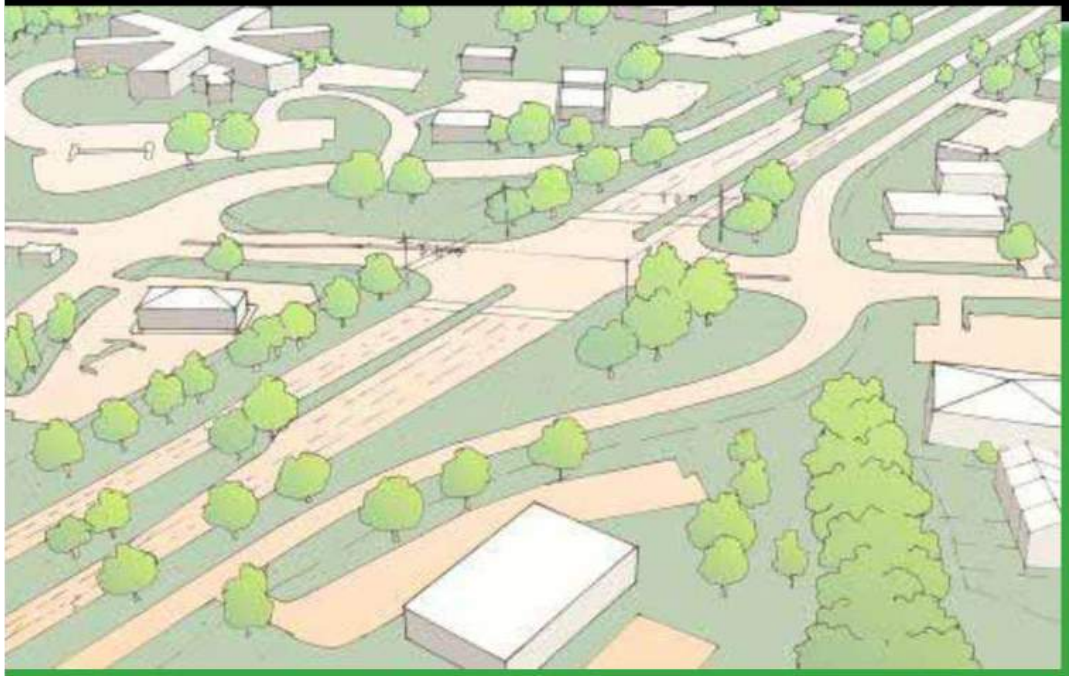
The "Freeways Without Futures" list recognizes the top-ten locations in North America where the opportunity is greatest to stimulate valuable revitalization by replacing aging urban highways with boulevards and other cost-saving urban alternatives. The list was generated from an open call for nominations and prioritized based on factors including the age of the structure, redevelopment potential, potential cost savings, ability to improve both overall mobility and local access, existence of pending infrastructure decisions, and local support.

Cities around the world are replacing urban highways with surface streets, saving billions of dollars on transportation infrastructure and revitalizing adjacent land with walkable, compact development. Transportation models that support connected street grids, improved transit, and revitalized urbanism will make reducing gasoline dependency and greenhouse gas emissions that much more convenient. It pays to consider them as cities evaluate their renewal strategies — and as the U.S. evaluates its federal transportation and climate policy.

Learn more about the Highways to Boulevards Initiative from CNU and the Center for Neighborhood Technology and explore the current campaigns that residents and inspired public officials are leading in Seattle and Buffalo.

HIGHWAYS TO BOULEVARDS

evolution of the boulevard



current

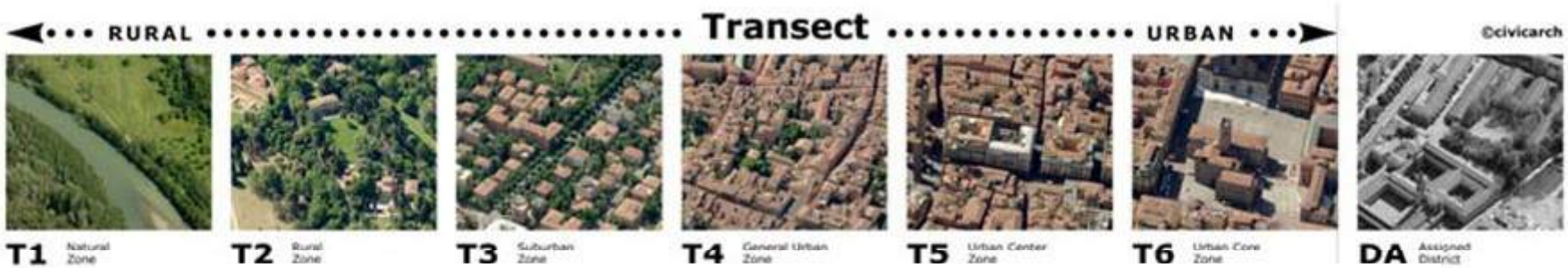
future

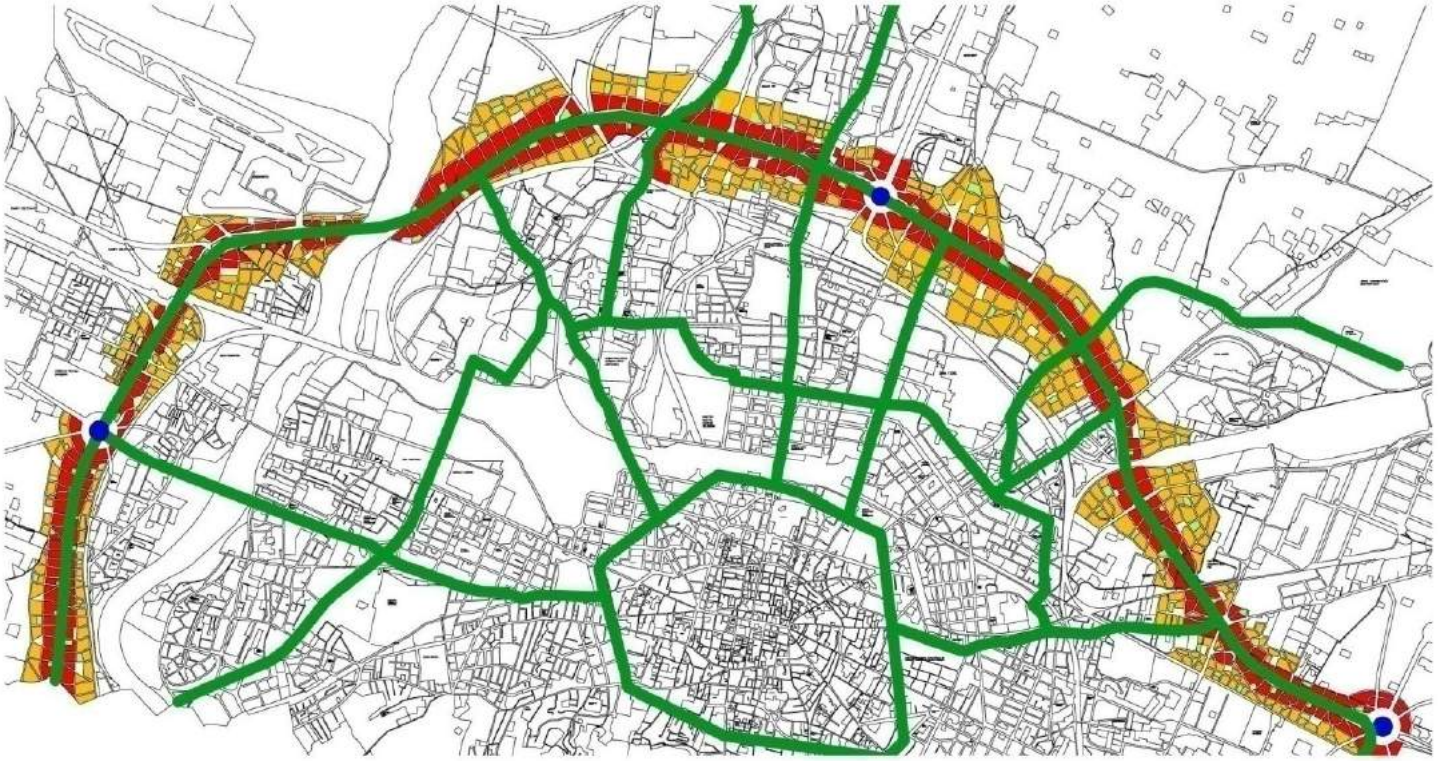
Bowman Road and the boulevard over 25 years

www.avoe.org

THE NEXT ECO-COMPACT CITY

BOLOGNA 2020: LA CITTÀ CHE VORREI





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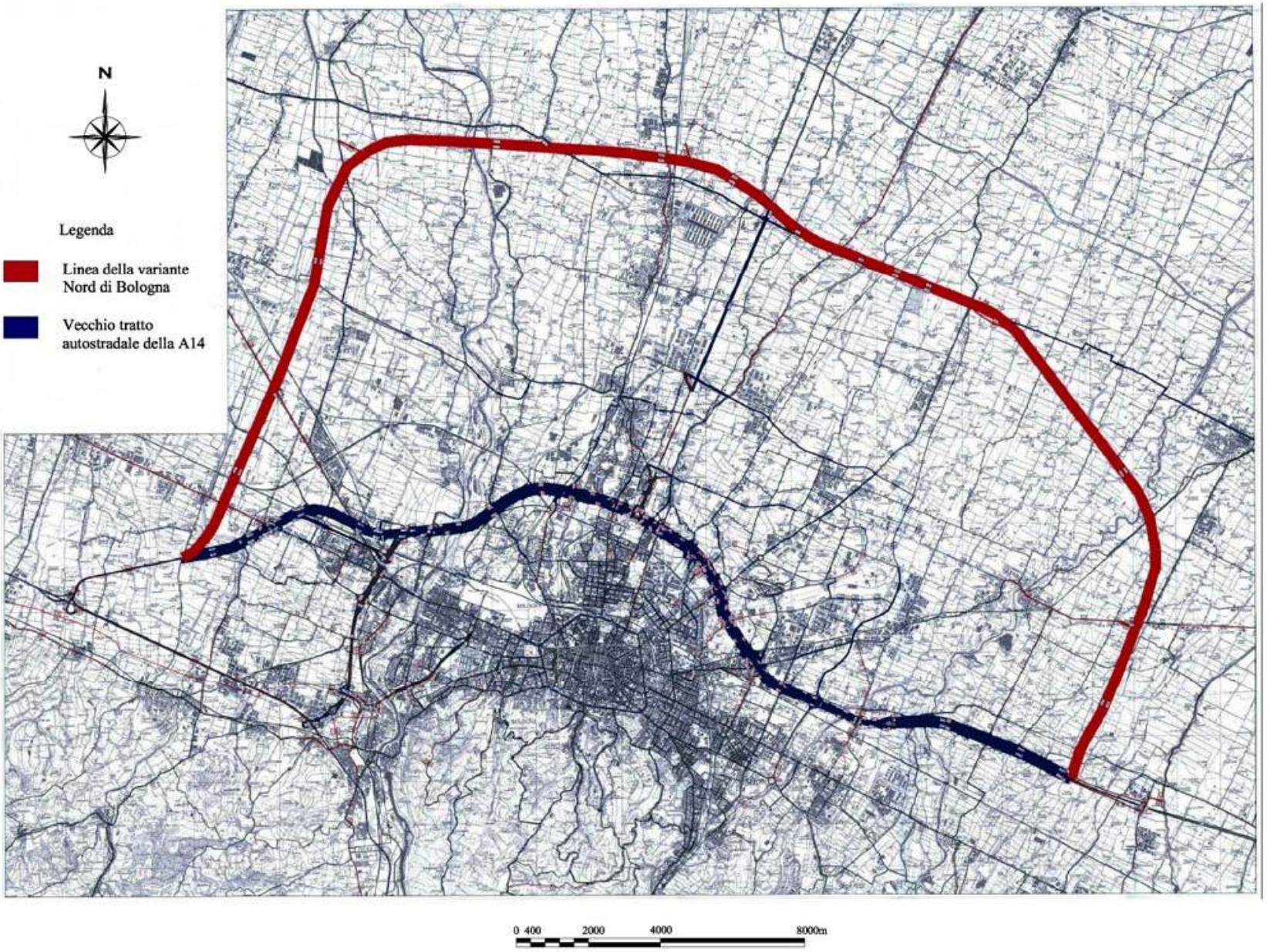
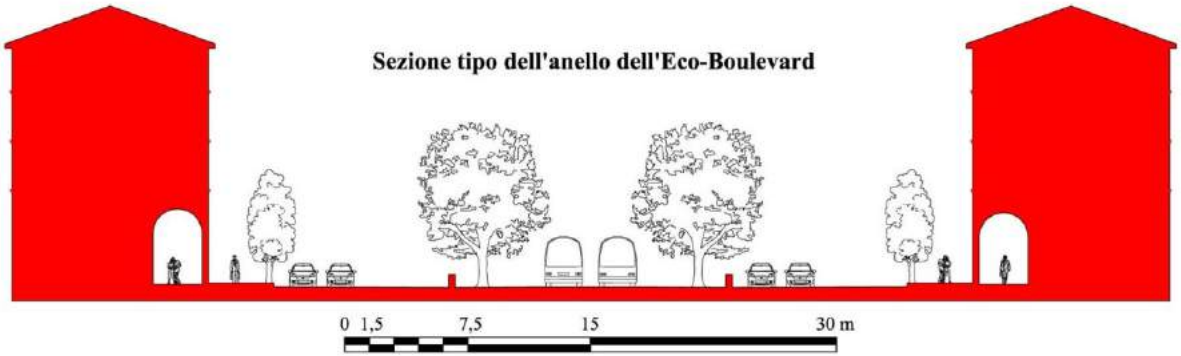
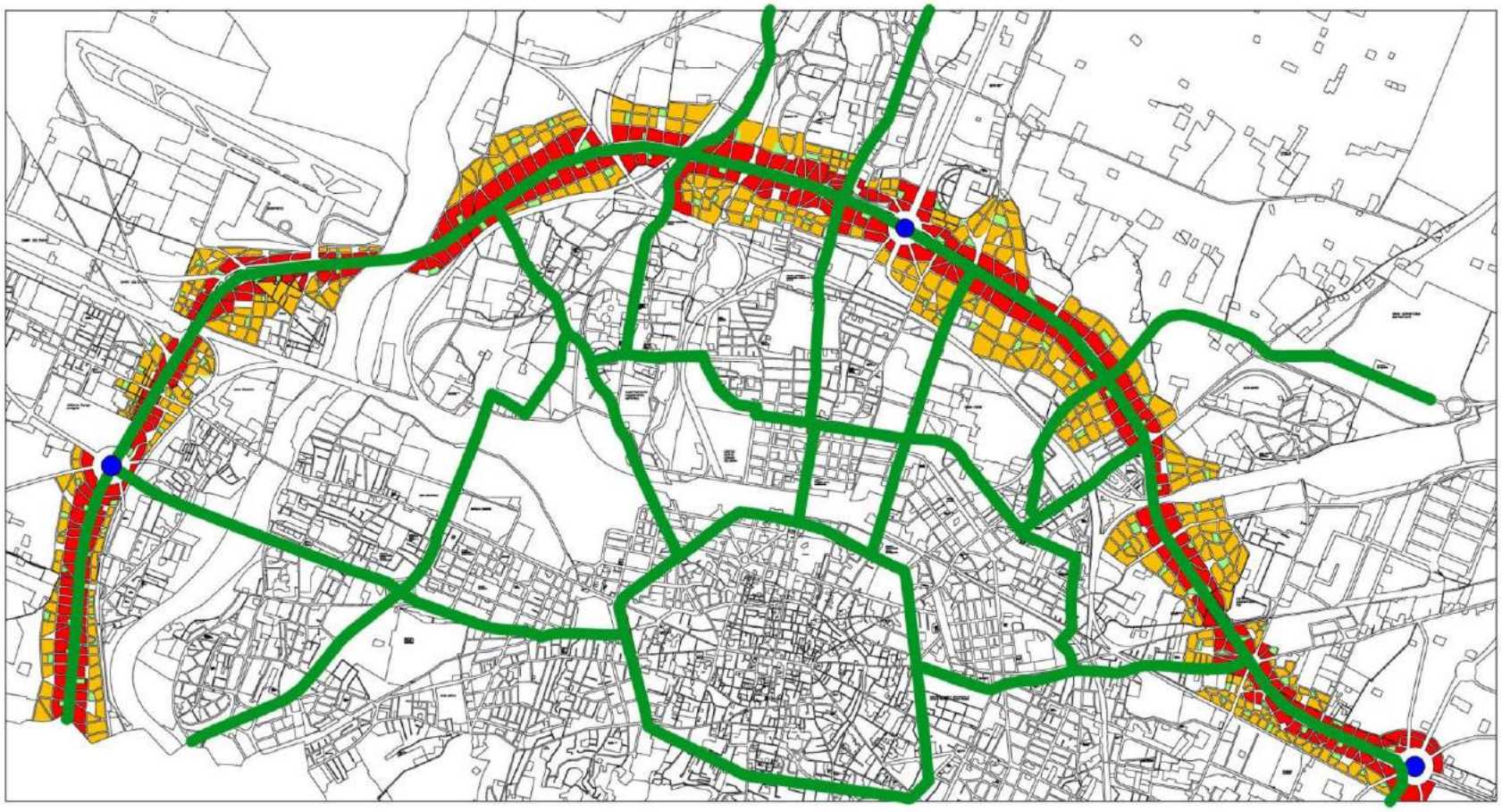


Dati generali	Bologna
Caratteristiche tecniche	
Enti Proponenti	Regione Emilia - Romagna
	Provincia di Bologna
	Comune di Bologna
	Comune di Zola Predosa
	Comune di Calderara
	Comune di Sala Bolognese
	Comune di Argelato
	Comune di Castel Maggiore
	Comune di Bentivoglio
	Comune di Granarolo
	Comune di Castenaso
	Comune di Budrio
	Comune di Ozzano
Numero corsie	6
Larghezza delle corsie [m]	3,75
Numero corsie d'emergenza	2
Larghezza delle corsie d'emergenza [m]	3,00
Estensione del nuovo tracciato autostradale [km]	40
Tracciato	
Luogo di innesto di Bologna sulla A14 a Ovest	Lavino di Mezzo
Luogo di innesto di Bologna sulla A14 a Est	Osteria Nuova
Nuovi Caselli	Cento - S. Giovanni in Persiceto
	Interporto - Trasversale
	Granarolo - Lungosavena
	Castenaso - Budrio
Comuni attraversati	Zola Predosa
	Bologna
	Calderara
	Sala Bolognese
	Argelato
	Castel Maggiore
	Bentivoglio
	Granarolo
	Castenaso
	Budrio
	Ozzano



Vista del nuovo Eco-Boulevard di Bologna



1 METRO, 1 ECO-TRAM, 1 BOULEVARD

Nuovi 160.000 abitanti = contribuenti

insediati sull'area della vecchia tangenziale
senza consumare 1m2 di territorio naturale
salvando la campagna e utilizzando
intelligentemente il territorio già urbanizzato

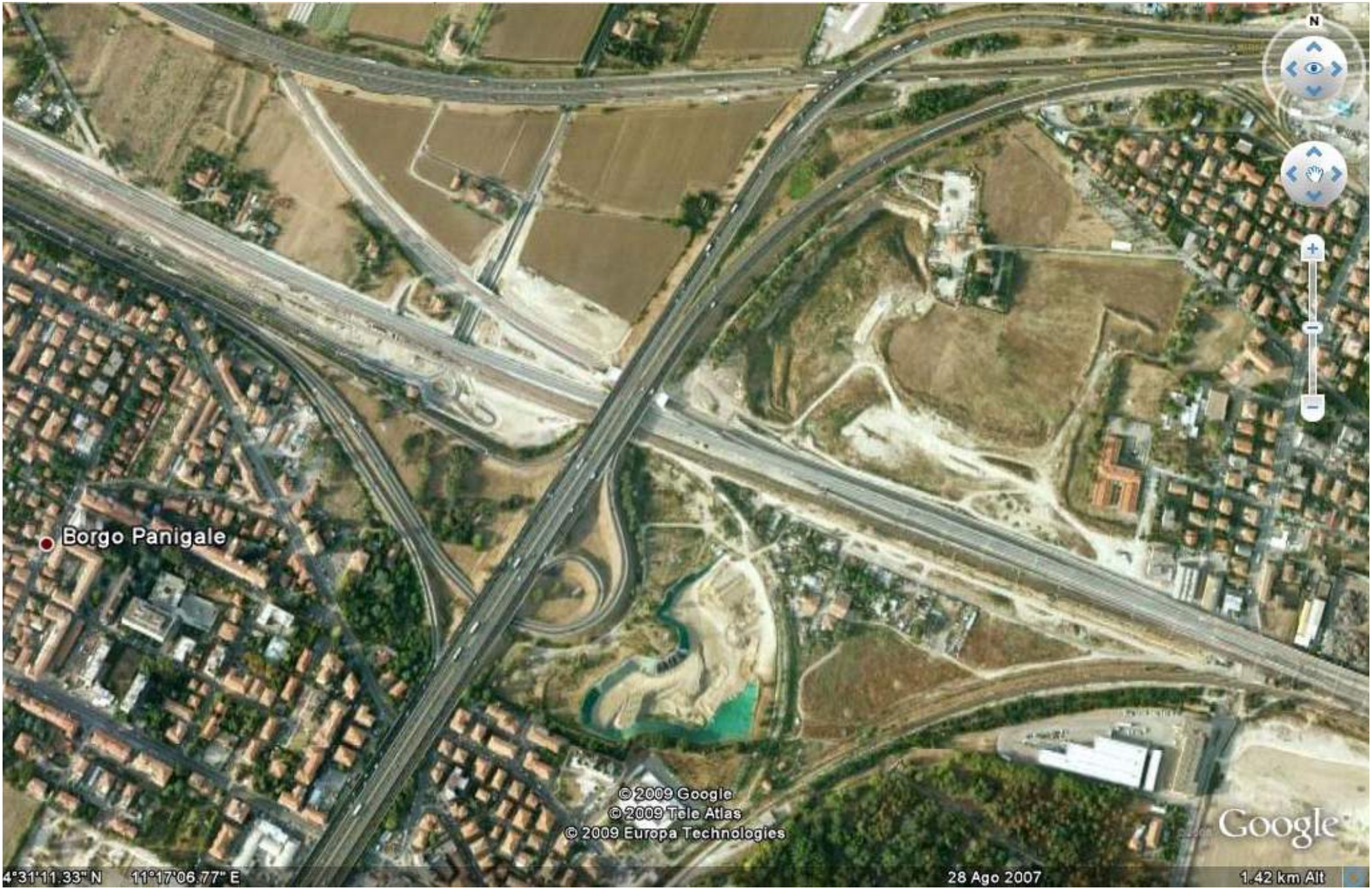

Image © 2009 DigitalGlobe
© 2007

Il Modello Parigi

Il Modello Parigi

www.avoe.org

BEFORE / PRIMA



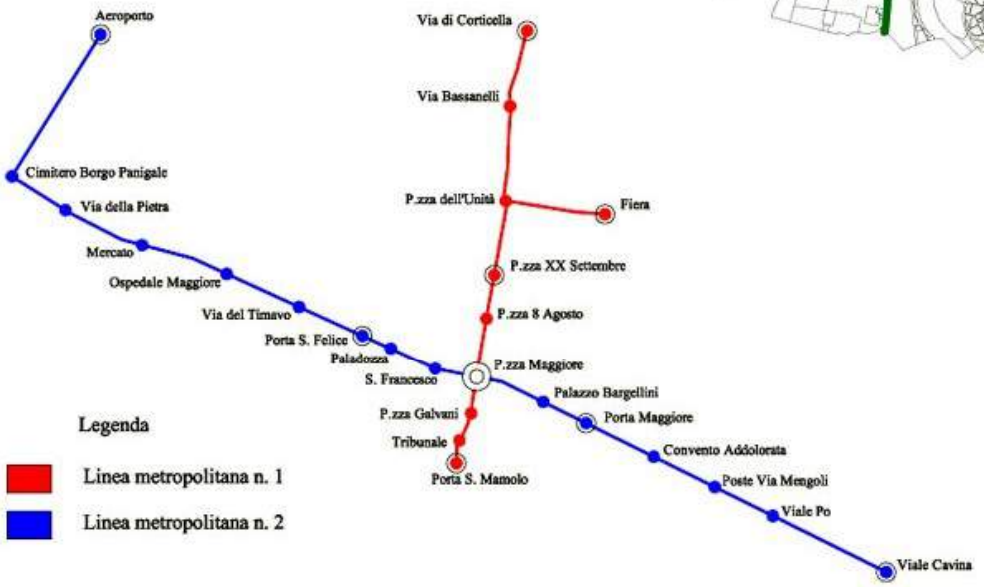
AFTER / DOPO

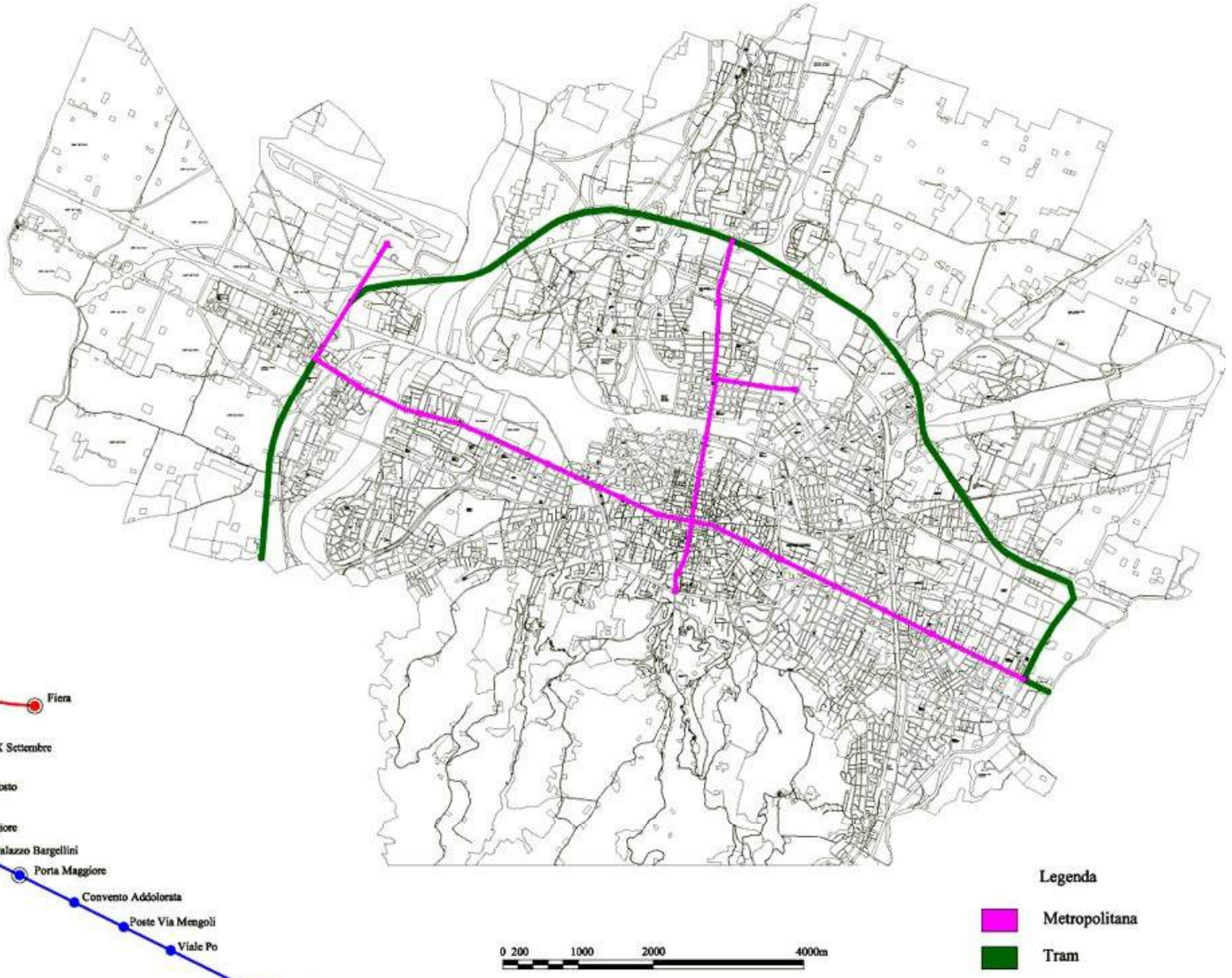

N
Borgo Panigale
© Aerodata International Surveys
© 2009 Tele Atlas
© 2009 Europa Te
Google
44°31'11.33" N
11°17'06.77" E
28 Ago 2007
1.42 km Alt

Dati generali	Bologna
Superficie totale del comune [km²]	140,73
Superficie urbanizzata [km²]	71,96
Numero di abitanti [ab.]	372.256
Lunghezza del servizio di metropolitana [km]	18,50
Numero di linee di metropolitana [n.]	2
Numero di stazioni di metropolitana [n.]	25

Indici generali	Bologna
Densità di popolazione [ab./km²]	5.173,10
Popolazione / lunghezza servizio di metropolitana [ab./km]	20.121,90
Superficie urbanizzata / lunghezza servizio di metropolitana [km²/km]	3,89
Popolazione / numero linee di metropolitana [ab./n.]	186.128,00
Superficie urbanizzata / numero di linee di metropolitana [km²/n.]	35,98
Popolazione / numero di stazioni di metropolitana [ab./n.]	14.890,20
Superficie urbanizzata / numero di stazioni di metropolitana [km²/n.]	2,88

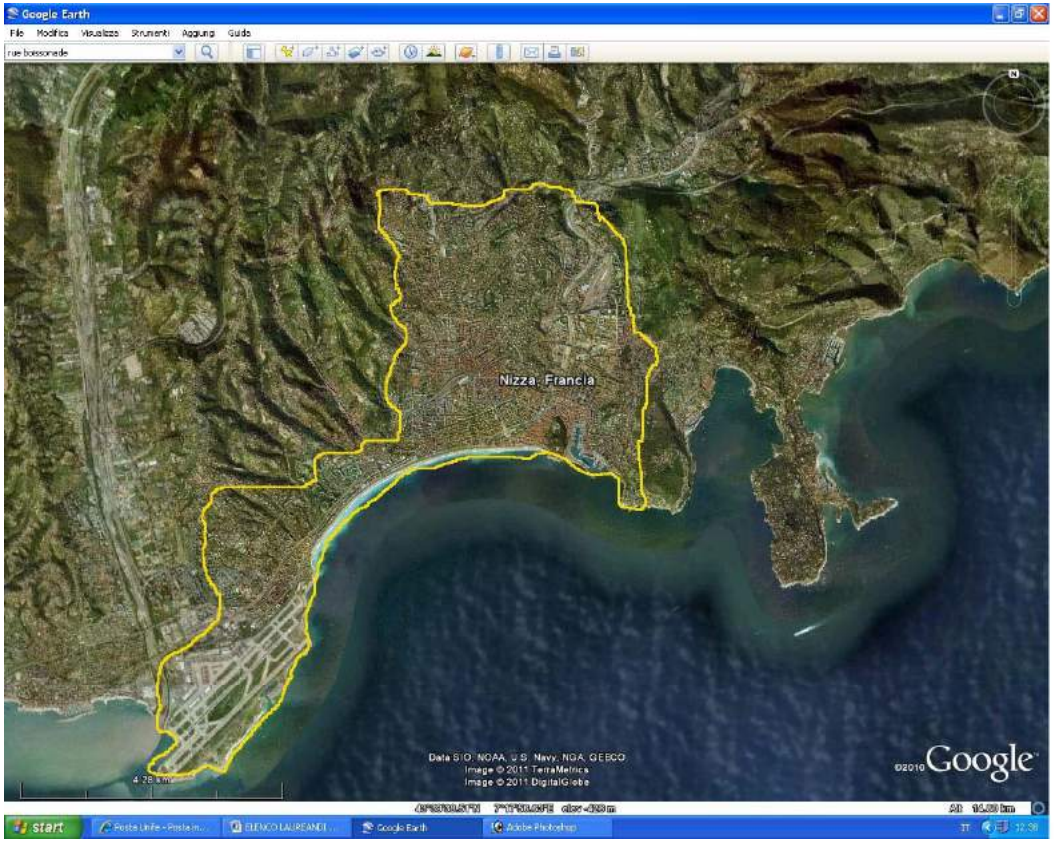
Linee di metropolitana - Copenhagen	Lungh. [km]	Staz. [n.]
Linea 1 - rossa: Via di Corticella - Porta San Mamolo	6,6	10
Linea 2 - blu: Aeroporto - Viale Cavina	12,9	14





Il nuovo Eco-Boulevard che sostituisce la tangenziale da Casalecchio a S. Lazzaro con il nuovo tram su rotaia (linea verde) e la costruzione di Nuovi Quartieri Compatti sono la condizione necessaria in termini di abitanti per poter poi pensare a 2 moderne Linee di Metropolitana (linea fucsia)

www.avoe.org


Google Earth
File Modifica Visualizza Strumenti Aggiungi Guida
rue boissonade
Nizza, Francia
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image © 2011 TerraMetrics
Image © 2011 DigitalGlobe
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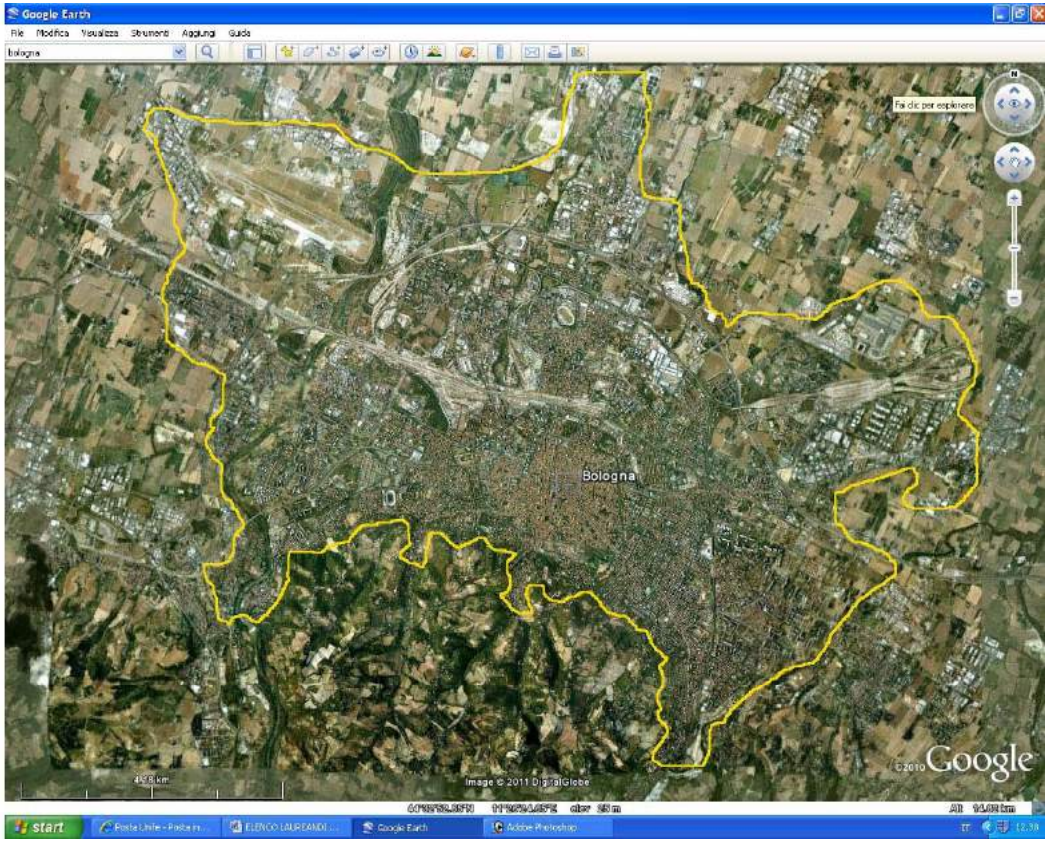
start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LAS PLANAS


GERIE ANCIENNE


LAS PLANAS


EXTENSION DE LA LIGNE
NIKAIA
CENTRE ADMINISTRATIF
DIGUE DES FRANÇAIS
PAUL MONTEL
POLE MULTIMODAL
SAINT-AUGUSTIN
EXTENSION DE LA LIGNE
AEROPORT
TERMINAL 1
AEROPORT TERMINAL 2
CASSIN
SAINT-AUGUSTIN
CASSIN
KIRCHNER
FERRER
CARRAS
STE HELENE
FABRON
HOPITAL
LENVAL
MACIANA
GROSSO
ALSACE LORRAINE
JEAN MEDECIN
DURANDY
GARIBALDI
PORT DE NICE
NOUVELLE LIGNE
TRAMWAY OUEST EST


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NICE
JAZZ
FESTIVAL
LIGNES
D'AZUR


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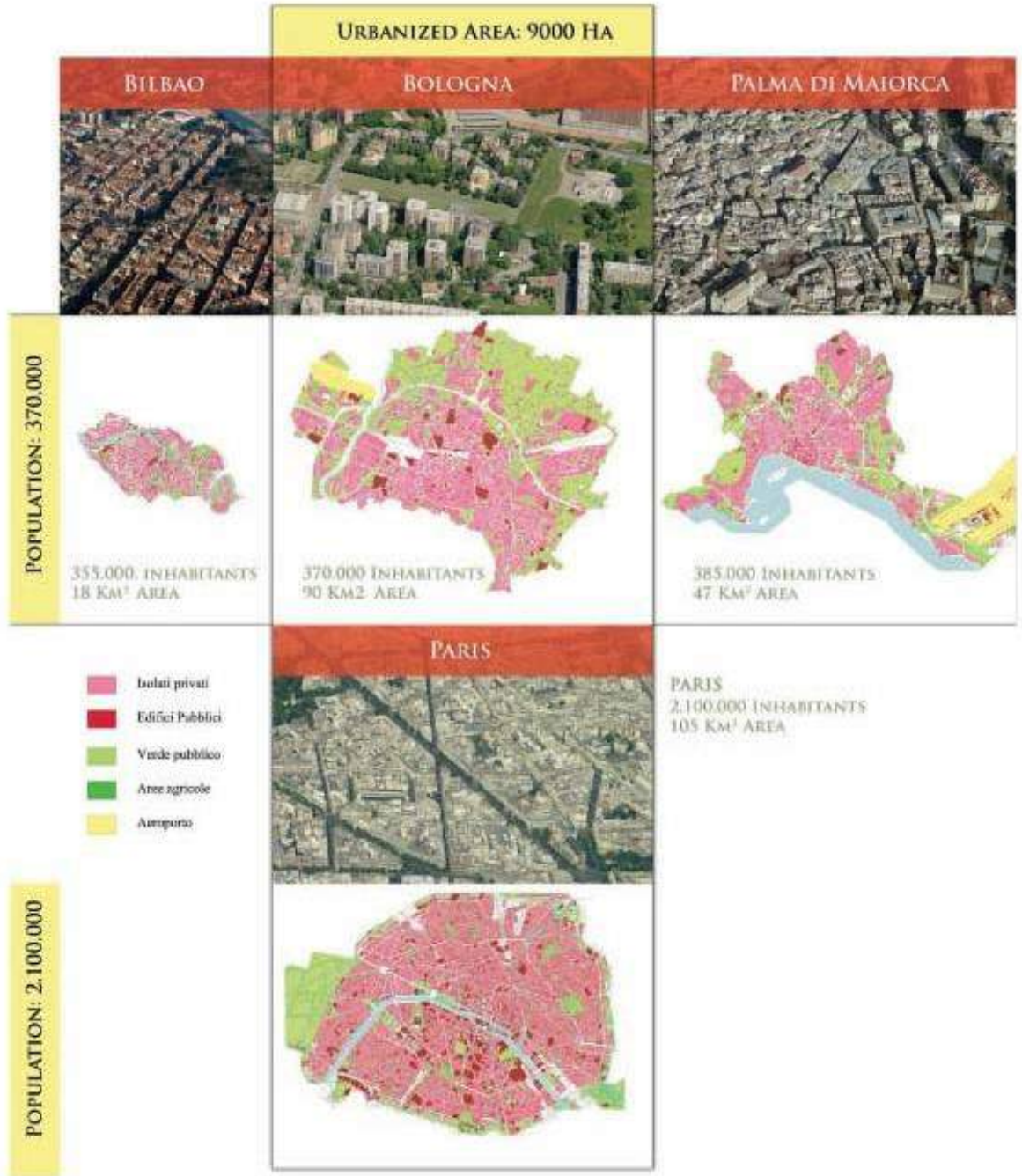
206 in P.za Minghetti, 1963 - Roberto Montelucci


URBANIZED AREA: 9000 HA
BILBAO
BOLOGNA
PALMA DI MAIORCA
POPULATION: 370.000
355.000. INHABITANTS
18 KM² AREA
370.000 INHABITANTS
90 KM2 AREA
385.000 INHABITANTS
47 KM² AREA
PARIS
Isolati privati
Edifici Pubblici
Verde pubblico
Aree agricole
Aeroporto
PARIS
2.100.000 INHABITANTS
105 KM² AREA
POPULATION: 2.100.000


SAN MAMES
EuskoTran
401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tib
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E.I.-Pl.d Espanya
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de PALMA
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- Transbordo entre líneas de Metro
- Estación de Cercanías TIB
- Autobús interurbano
- Aeropuerto de Palma de Mallorca
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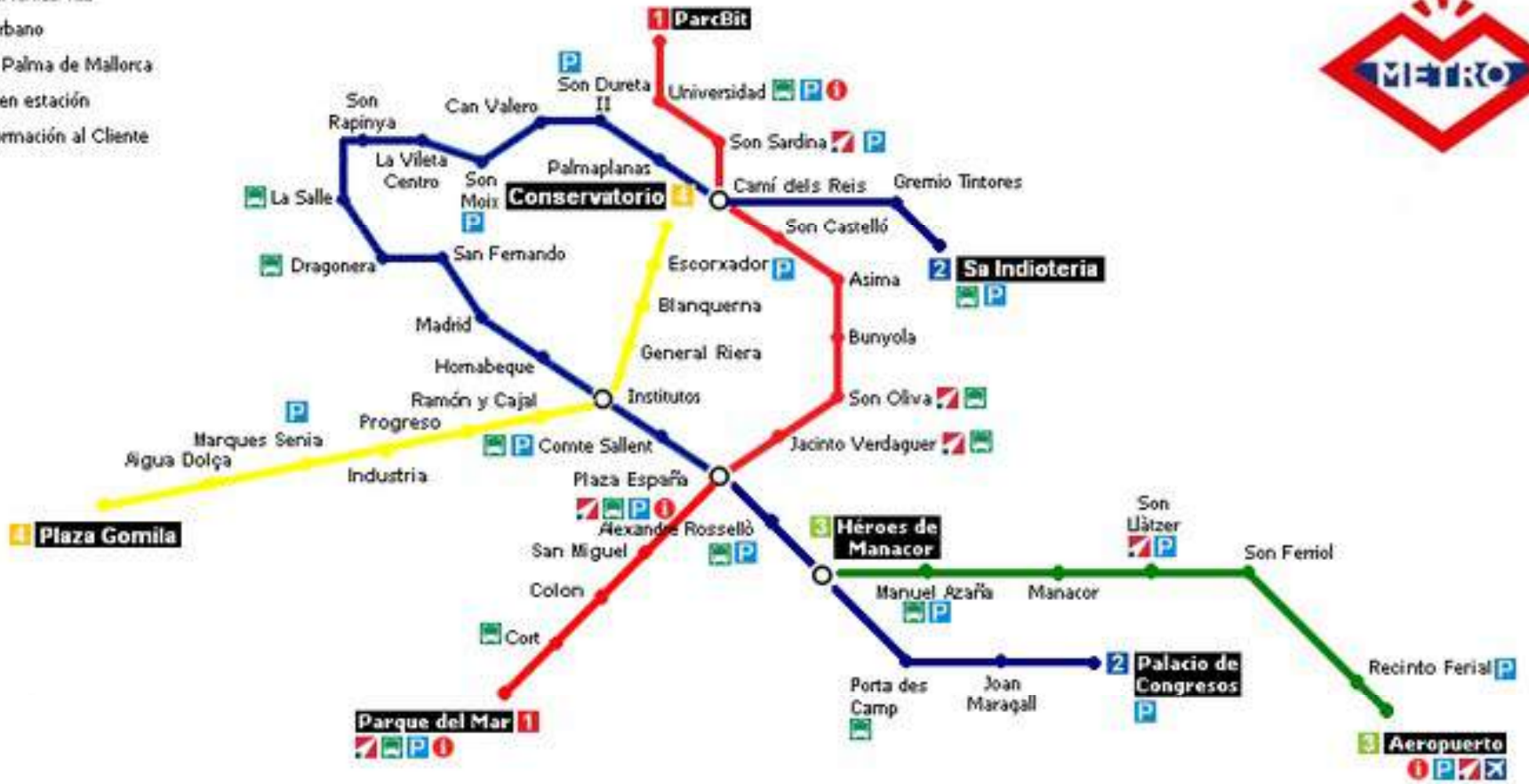

leyenda

- 1 Parc Bit / Parque del Mar
- 2 Sa Indioteria / Palacio de Congresos
- 3 Héroes de Manacor / Aeropuerto
- 4 Plaza Gomila / Conservatorio

Govern de les Illes Balears
Conselleria d'Obres Públiques, Habitatge i Transports

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A Third Of All Shopping Malls Are Projected To Close As 'Space Available' Signs Go Up All Over America

by Tyler Durden
Mar 7, 2017 10:05 PM

Via Michael Snyder of The Economic Collapse blog,

If you didn't know better, you might be tempted to think that "Space Available" was the hottest new retail chain in the entire country.

Futuros caf | Total Graph | Açúcar NY | SBK17 | Fut | Crude Oil W | Un grafico | KCK17 | Fut | Legge elett | Warren | gabriele

Sicuro | https://www.aol.com/article/finance/2017/02/15/warren-buffett-sells-millions-in-wal-mart-stores-inc-stock/21714769/

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Warren Buffett sells millions in Wal-Mart Stores Inc stock

U.S.News | DAVID OLIVER

Feb 15th 2017 10:44AM

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US	Globals	Currencies
S&P 500	2,377.68	-0.57
DJIA	20,944.85	30.23
NASDAQ	5,909.45	8.45

Search company/symbol

All index data provided on a 15 minute delay.

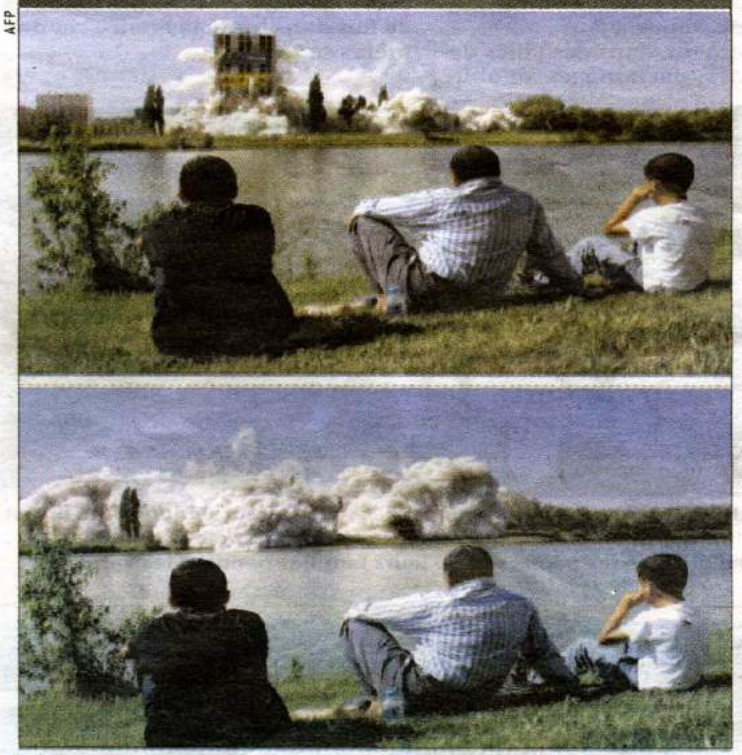
Chiedimi qualcosa

ITA 16:36 20/03/2017


A LOUER
CENTRE SPORTIF

TROIS TOURS S'EN VONT AU VAL-FOURRÉ

AFP



TROIS TOURS du Val-Fourré, à Mantes-la-Jolie, ont été détruites simultanément hier matin, portant à treize le nombre des immeubles ayant disparu depuis 1992 du paysage de ce quartier sorti de terre dans les années 60-70

Cinderella City Shopping Mall → Englewood City Center

Cinderella City Shopping Mall → Englewood City Center

Cinderella City Shopping Mall → Englewood City Center


CHRISTYS
SEABURY PHARMACY

SOUTH-GLENN MALL 2006

THE DEMOLITION

SOUTH-GLENN MALL 2008

THE NEW URBAN NEIGHBORHOOD


SOUTHGLENN


Saj
Mediterranean Grill
COMING SOON
Saj

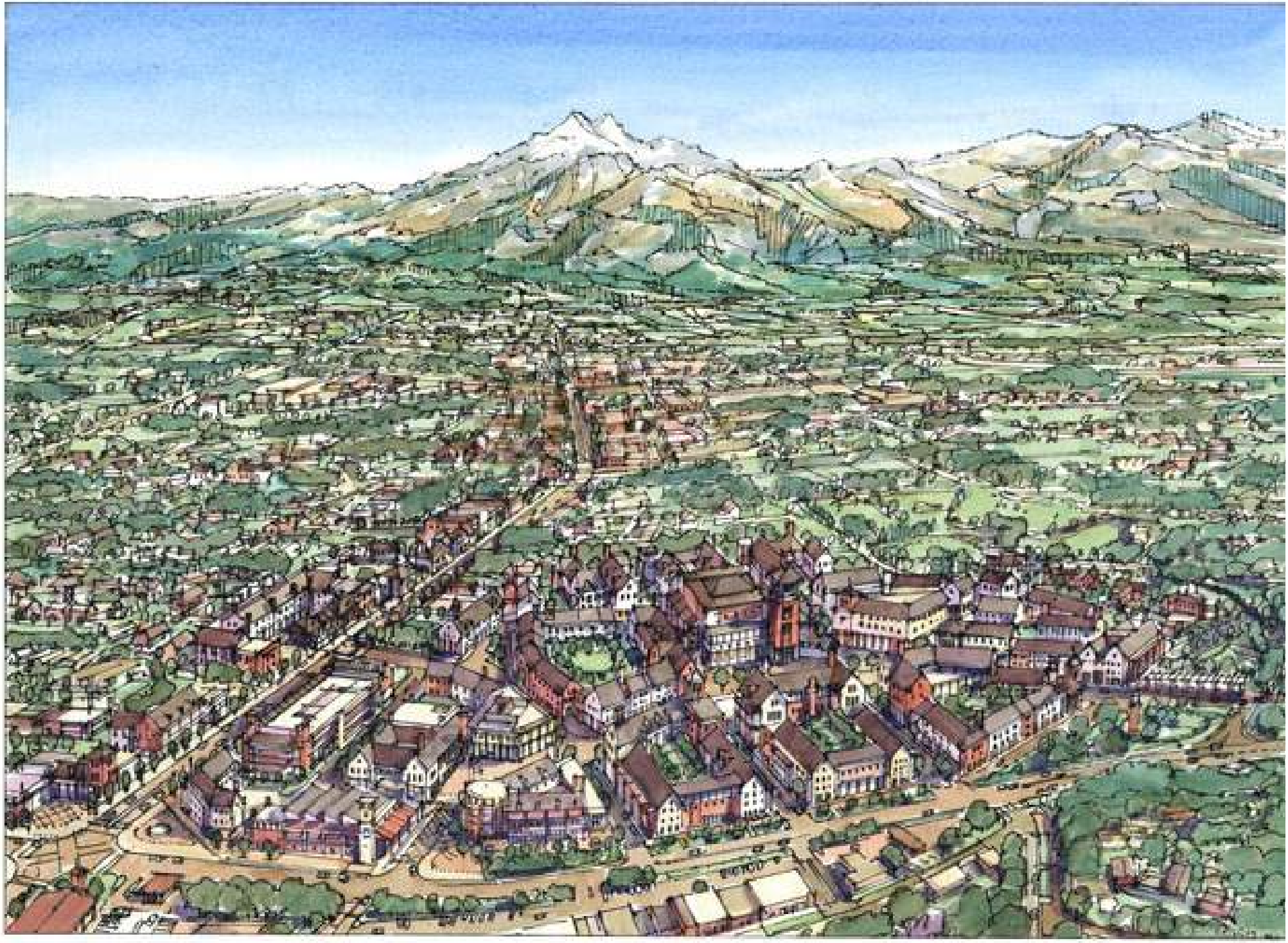
NEW VISIONS


Cottonwood Loop
Harbor Freight Tools
Cottonwood Loop
Hong Kong
Eagle Ranch Pl
LongHorn Steakhouse
Cottonwood Mall
Trendy fashions
for young women
45
Dillard's
448
Buffalo Wild Wings
45
Red Robin
Gourmet Burgers
Coe Ranch Trail NW

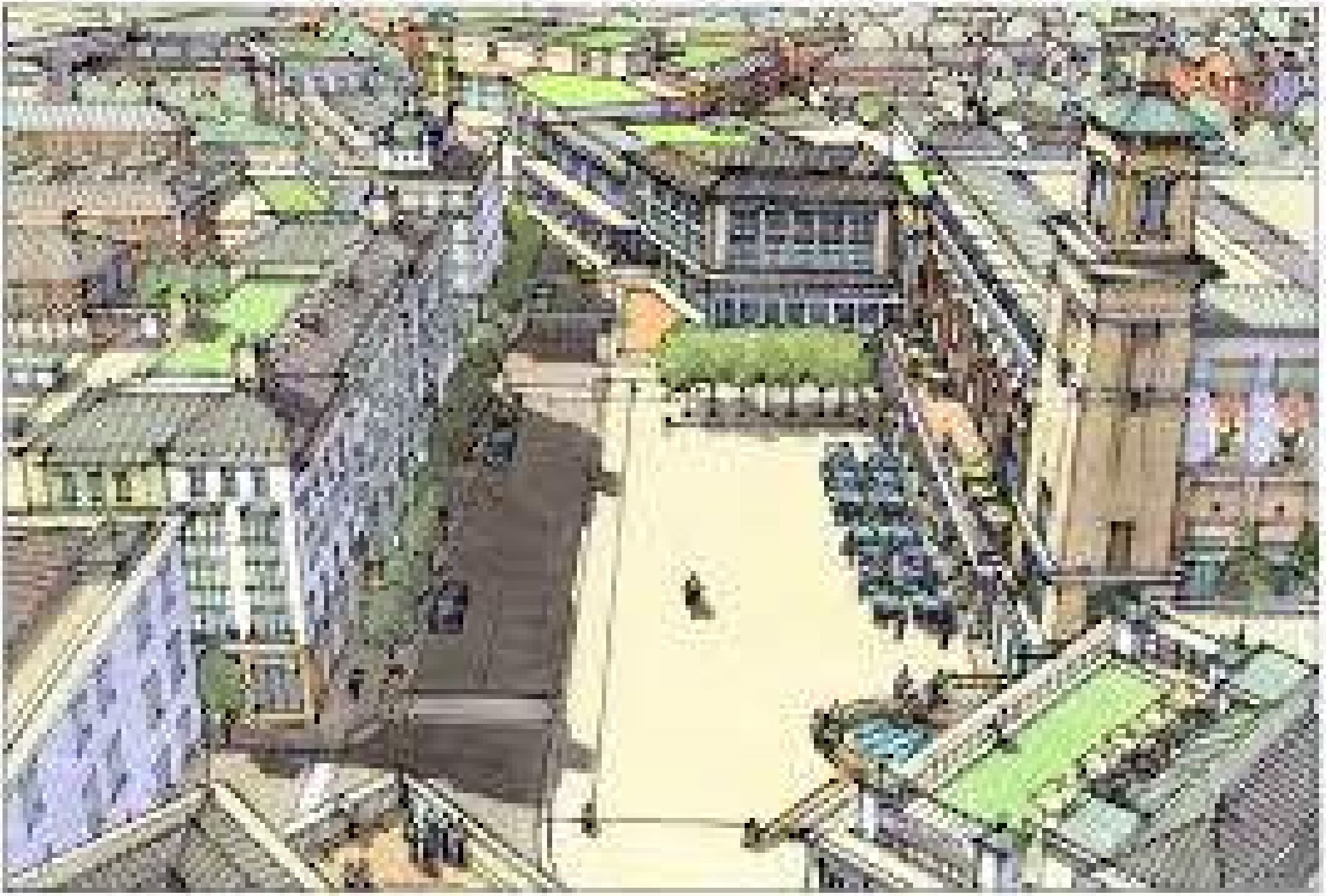

W HIRING


totoXpressions


Hallmark




Commercial Mixed-Use
Residential
Parking
Paved Plaza
Master Plan
Concept Design

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