

Fixing Our Transportation Networks for All Users

ISSUE

In order to provide balanced and equitable transportation alternatives like walking, bicycling, and access to public transportation, roadways need to be designed to make these options safe and attractive. However, most transportation rights-of-way are still designed exclusively for vehicles, often making travel conditions for pedestrians and bicyclists unsafe. 'Complete Streets' accommodate all modes of transportation safely, and often involve a 'road diet', where existing vehicle lanes are reduced and replaced with wider sidewalks and bike lanes.

ROLE OF THE LANDSCAPE ARCHITECT

Using progressive planning and design principles, landscape architects help to create communities with transportation options that meet the needs of neighborhoods, with increased transit-oriented development and land patterns, sidewalks, bike lanes, paths, and trails that lead to schools, work, shopping, and other daily destinations. Enhanced access to public transportation is also key to successful land development patterns. Landscape architects are particularly adept at designing multimodal projects that are safe and attractive for users of all ages and abilities.

Community Revitalization Through Parks

ISSUE

People in many communities do not have access to outdoor open space. Parks and recreation spaces provide critical outlets for Californians to have much-needed physical activity, can serve as outdoor classrooms and can also serve as economic catalysts for municipalities—creating jobs, spurring private investments, and enhancing property values.

ROLE OF THE LANDSCAPE ARCHITECT

Landscape architects are perhaps best known for the design of parks across the nation, whether creating new parks and recreation facilities or helping rehabilitate and maintain existing ones. Using their expertise, landscape architects design parks in ways that reflect community values, attract local economic development, increase nearby property values, address stormwater management needs, efficiently use water and help Californians achieve more healthy lifestyles.

CC/ASLA POSITION

CC/ASLA urges the Legislature to pass bills that lead to emissions reduction, directing funds towards non-vehicular modes of transportation; reducing greenhouse gases to enable priorities for pedestrian, bicycle and mass transit options; and establishing safety design criteria for bikeways throughout the state. Additionally, a Safe and Complete Streets policy for California will help fix our transportation networks to safely support all users, while also helping to create more economically vibrant communities.

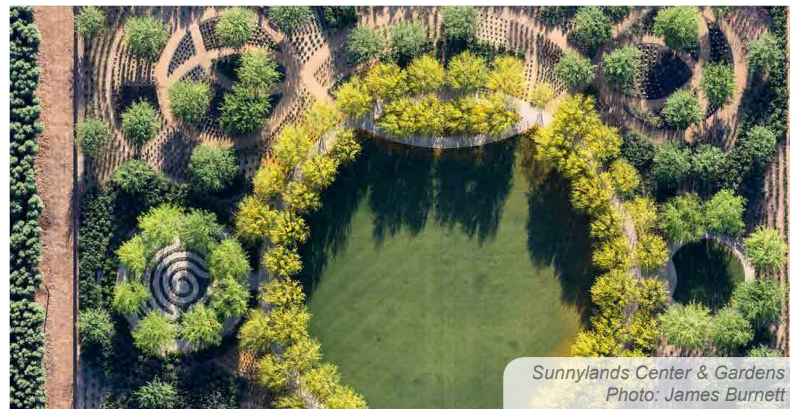
- Transportation Legislation should be realistic, and make exemptions available for projects for which costs would be too prohibitive; for highways and other roads where pedestrians are not allowed; or where population, employment density, and transit service are so low that the expected users would not include pedestrians, bicyclists, and/or public transit users.
- Legislation should allow local agencies and MPOs to create their own policies.



Cavallo Point Fort Baker
Photo: Cheryl Barton

CC/ASLA POSITION

CC/ASLA urges the Legislature to pass bills that recognize parks as vital components to infrastructure within communities, and that will provide assistance to communities who want to develop parks and recreation facilities so that neighborhoods may realize the myriad of benefits from these outdoor spaces. CC/ASLA advocates for parks funding, particularly in underserved communities, and recognizes that it can be more efficient to combine parks with schools in 'joint use facilities' so that resources may be maximized for outdoor environmental education and recreation.



Sunnylands Center & Gardens
Photo: James Burnett