

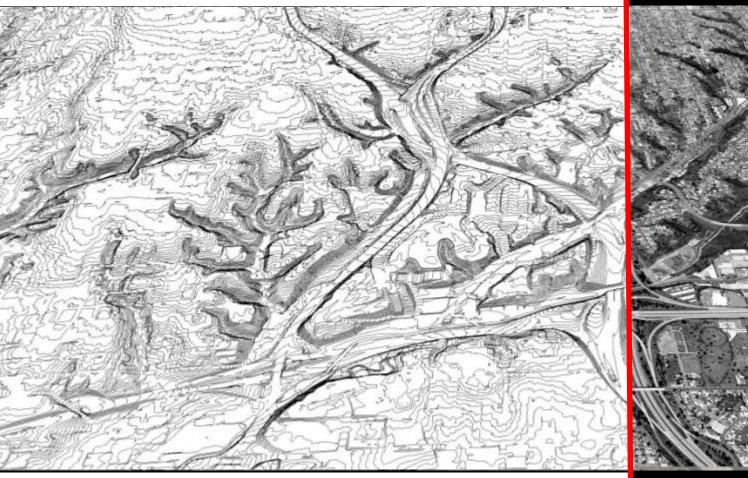






# **HEALTHY CHOICES:**

walk, cycle and local foods



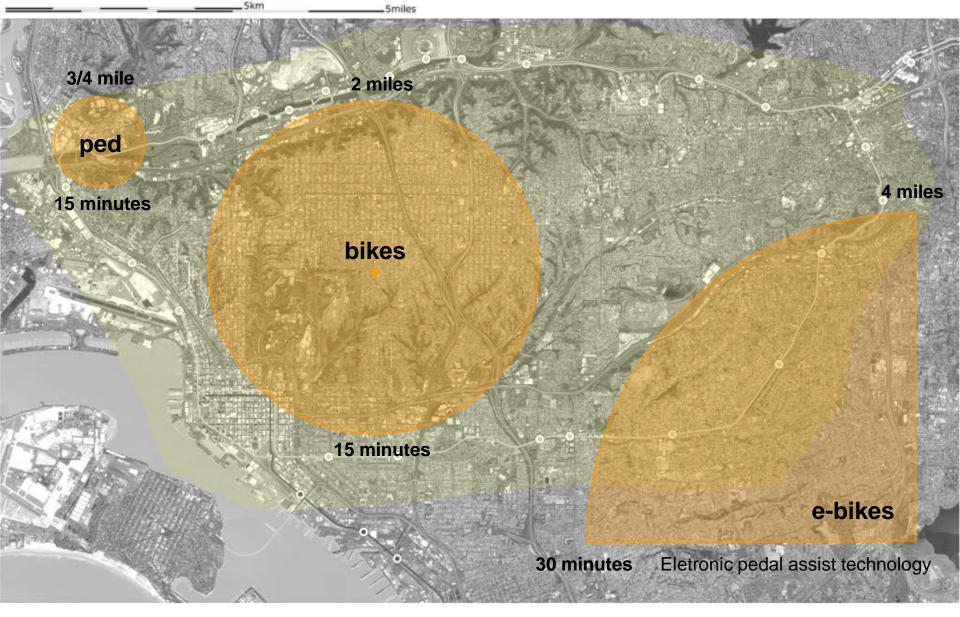


THE HEALTHY AND SUSTAINABLE MOBILITY NETWORK Giambattista Reale

F O.CU.S Research Center "Sapienza" University of Rome

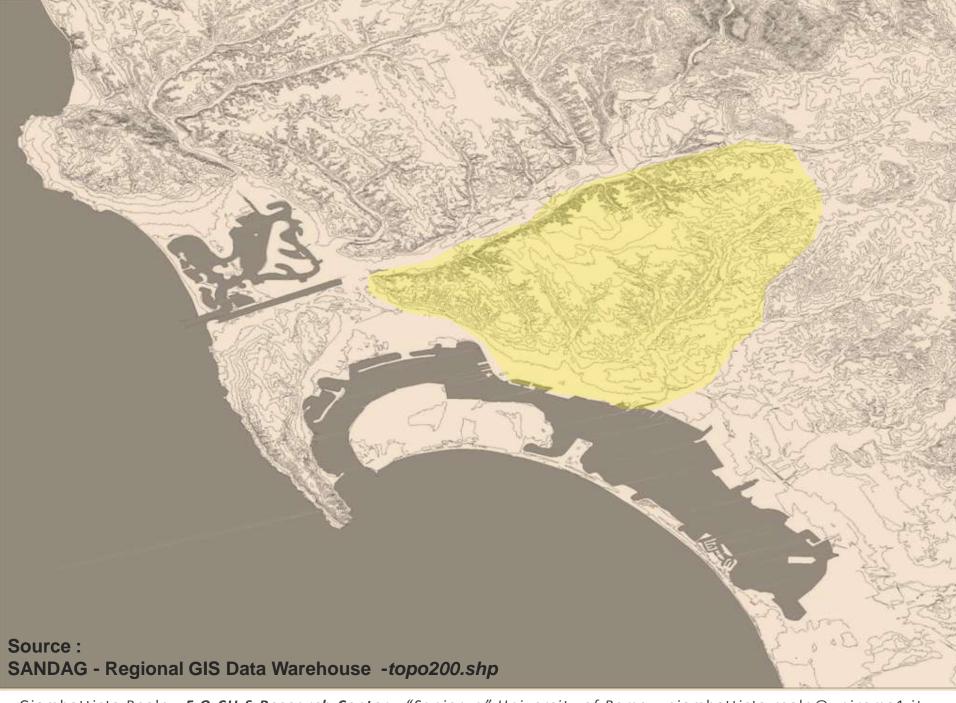


the analysis area



the analysis area

Walking distance A 12–15 minute walk is considered a walkable journey



Giambattista Reale -F O.CU.S Research Center - "Sapienza" University of Rome - giambattista.reale@uniroma1.it

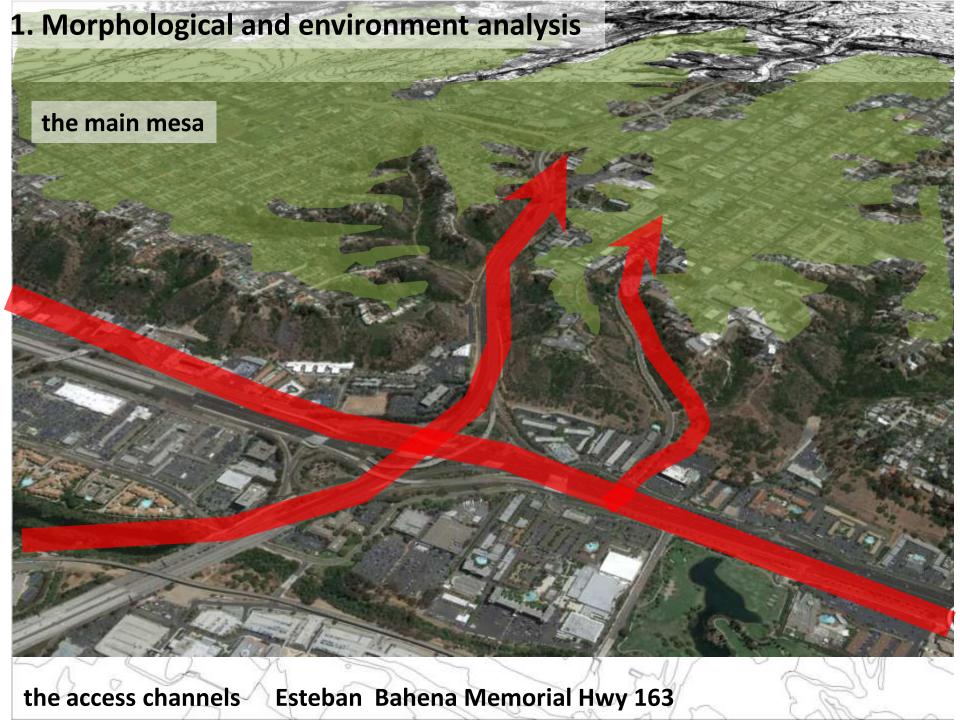
## THE HEALTHY AND SUSTAINABLE MOBILITY NETWORK



#### **Giambattista Reale**

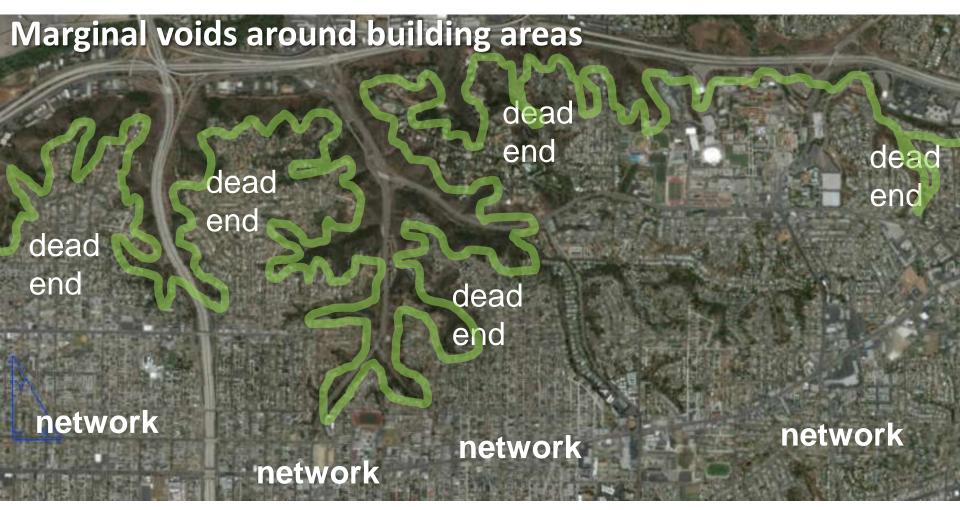
# Seven points of analysis and future vision

- 1. Morphological and environment analysis
- 2. Human settlement on the territory
- 3. The infrastructural corridors as environmental vectors in the valley.
- 4. The impressive system of existing parking lots as interchanges of the cycle and pedestrian network
- 5. The system of sustainable mobility (bike and pedestrian connectivity) as the backbone of natural, sports and agricultural areas
- 6. Healthy choices: The local food system and the network of pedestrian and bicycle paths (Farmers market + bike station + pedestrian facilities)
- 7. Multi Modal Transportation in San Diego



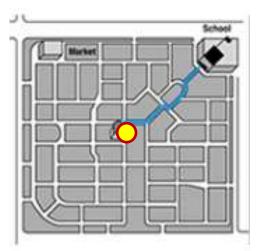
### 2. Human settlement on the territory

- **a.** The existing mobility network to the borders becomes a system of dead end roads (cul-de-sac) than a network
- **b.** The residential urban fabrics: textures with a single access. The areas for the city users and the areas for residents only. The urban vitality is decreasing towards the margins.

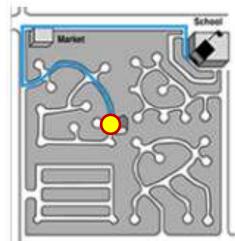


### 2. Human settlement on the territory

# Traditional, compact and walkable layout



Dispersed and car-dependent versus

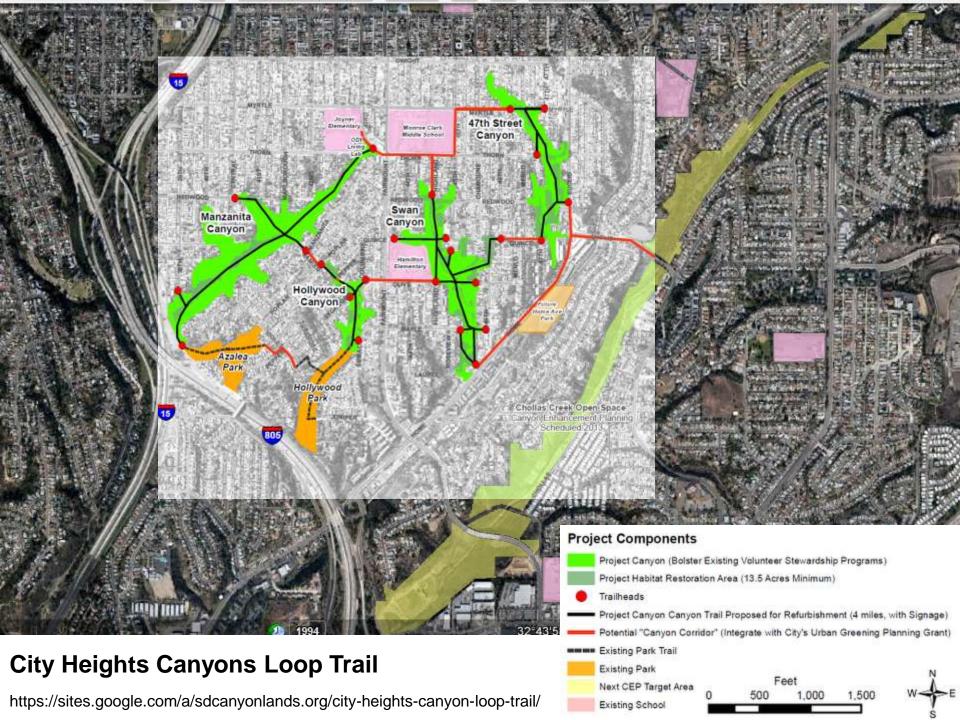


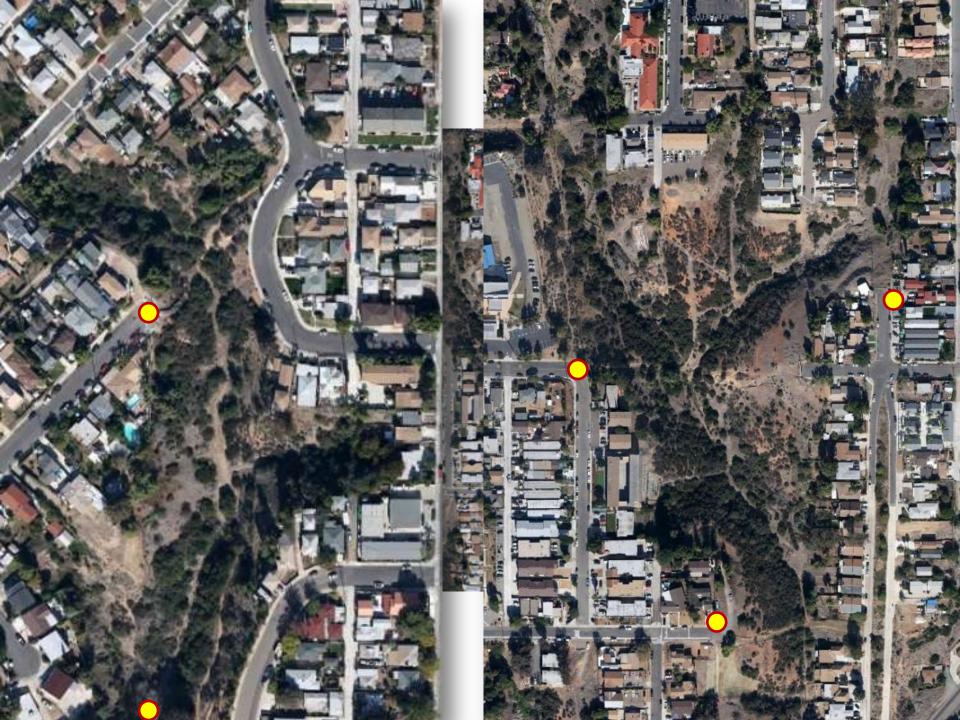
Source : Appendix A: Resources for Design of Pedestrian Facilities Emeryville Pedestrian and Bicycle Plan www.saferoutesinfo.org





Surce: http://www.scotland.gov.uk/Publications/2009/01/27 140909/5





3. The infrastructural corridors as environmental vectors in the valley.

Jacob Dekema Fwy- Market St.



**Escondito Fwy 15** 



#### 3. The infrastructural corridors as environmental vectors in the valley.

# New features: Mobility

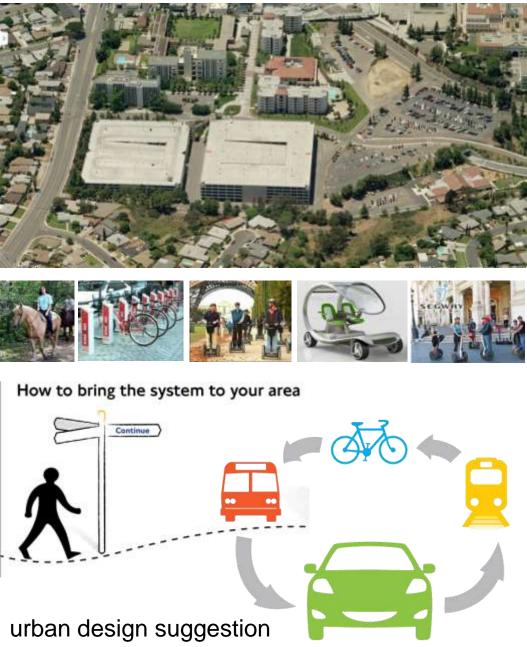
- Cycle tracks
- pedestrian paths
- sports areas

#### **Urban Agriculture**

- -Community Garden
- **Energy**
- Growing of biomass
- Renewable Energy
- Areas with tanks
   constructed wetlands at several levels

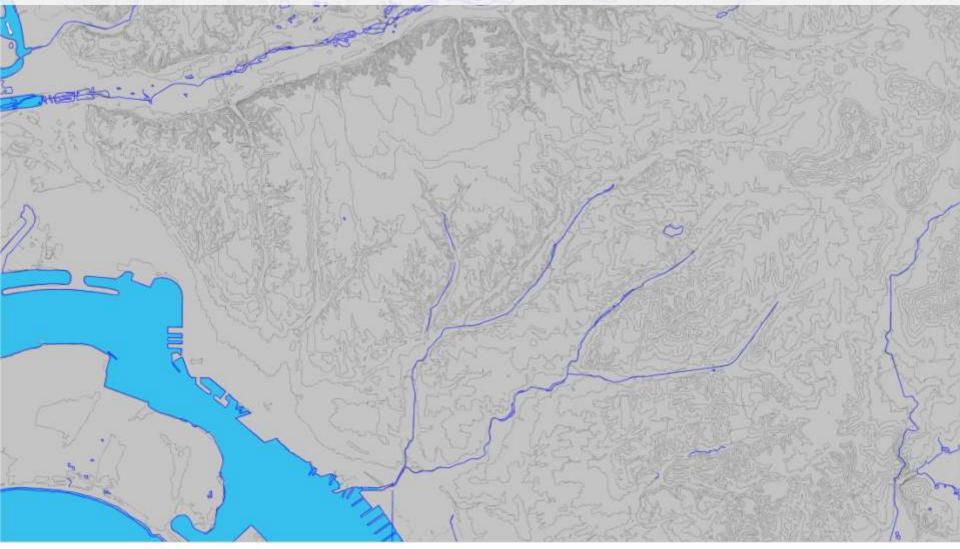


# 4. The impressive system of existing parking lots as interchanges of the cycle and pedestrian mobility network





5. The system of sustainable mobility (bike and pedestrian connectivity) as the backbone of natural, sports and agricultural areas

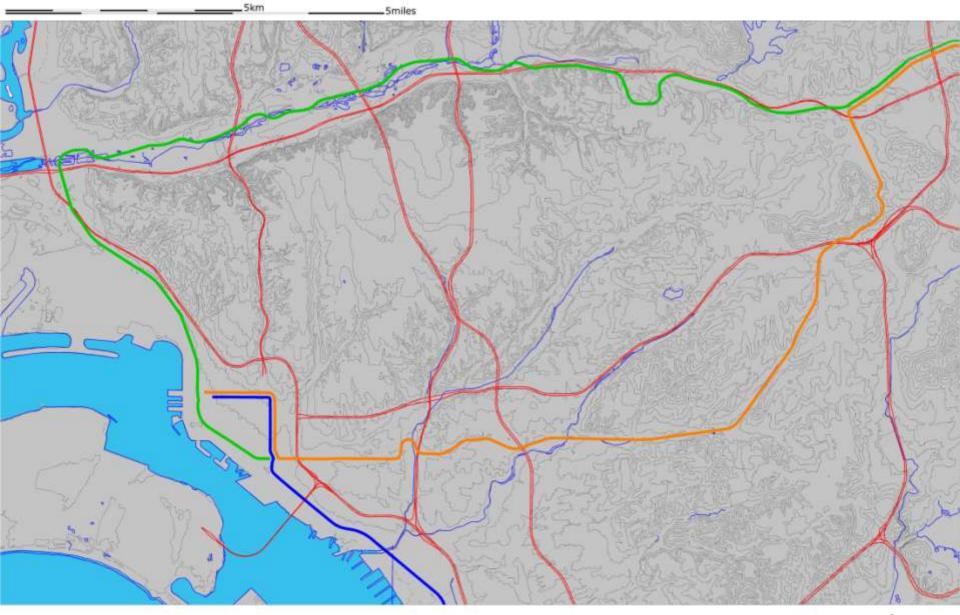


The contour representation of landforms

The wetlands

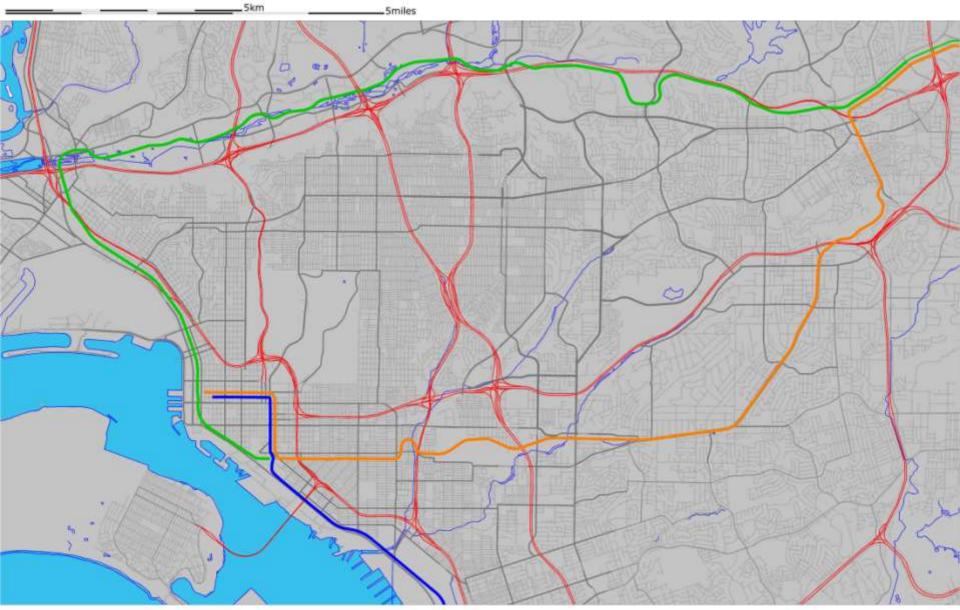
analysis

Source : SANDAG Regional GIS Data Warehouse Wetlands, nwlines.shp,nwpoly.shp topo200.shp

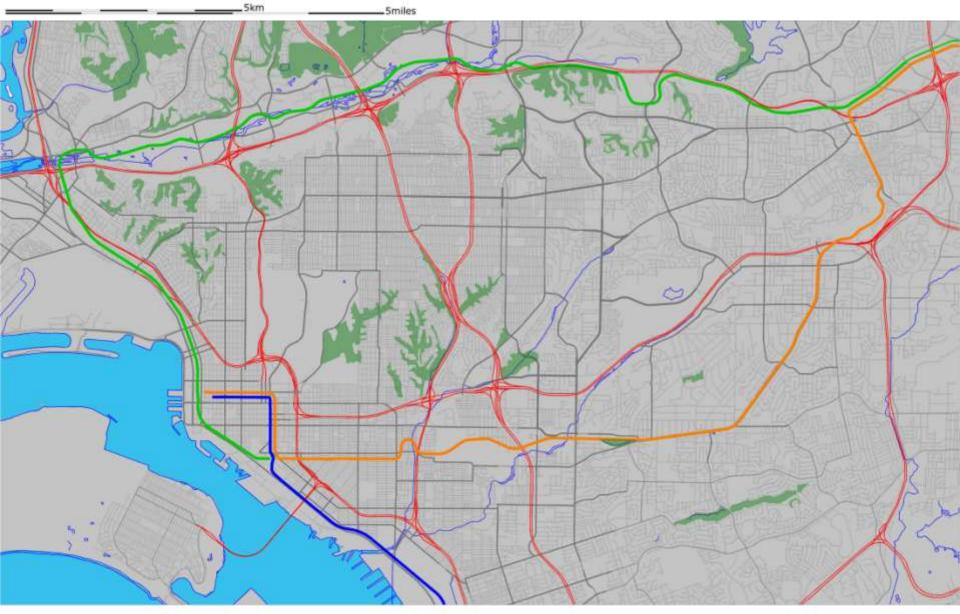


The freeway
The trolley lines
analysis

Source : SANDAG Regional GIS Data Warehouse

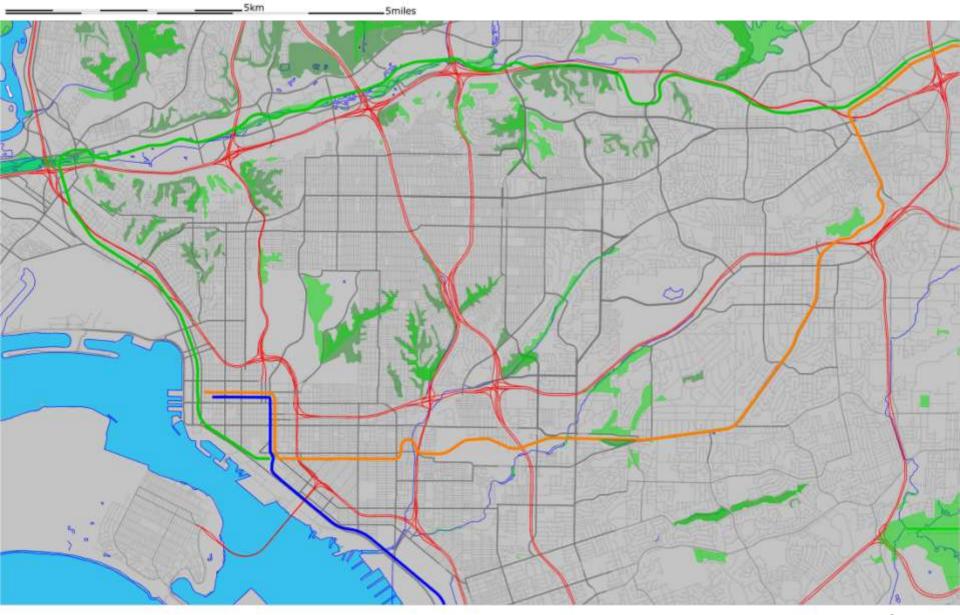


The Major Roads Right-of-Way analysis Source : SANDAG Regional GIS Data Warehouse *Major\_Roads.shp Right\_Of\_Way.shp* 

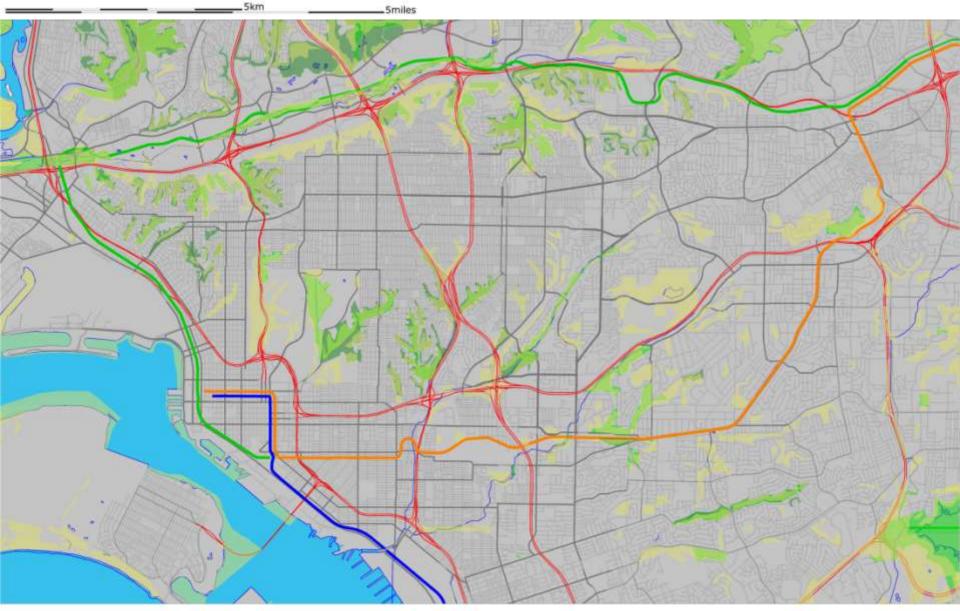


Canyon

Source : SANDAG Regional GIS Data Warehouse



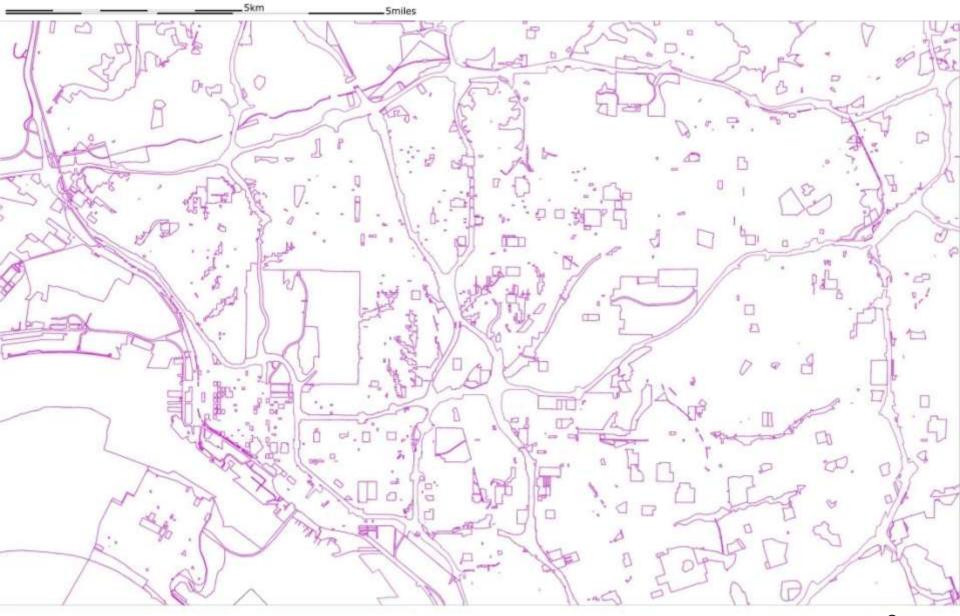
Canyon Conserved Lands Source : SANDAG



Canyon
Conserved Lands
Eco Vegetation CN
analysis

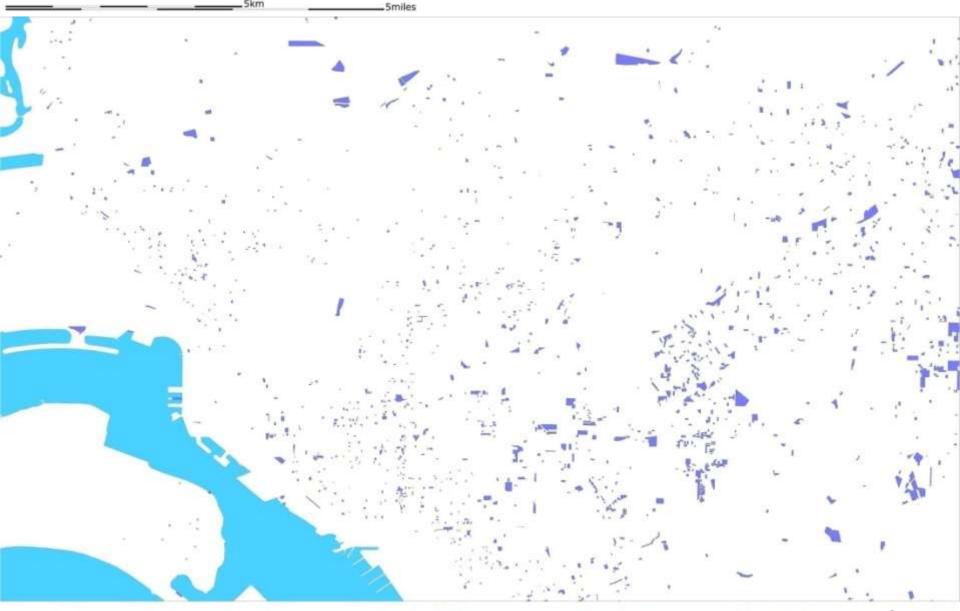
Vegetation Information in the San Diego Region. Maintained by San Diego County Department of Planning and Landuse and updated using aerial imagery and georeferenced bio-maps.

Source : SANDAG



Current Public Land Ownership

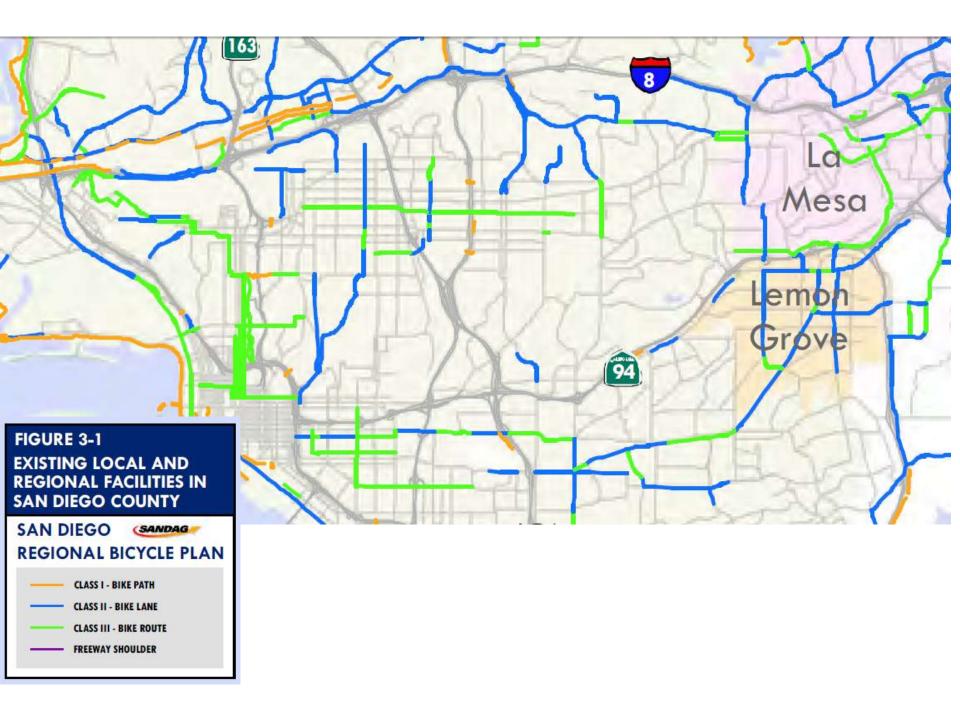
Source : SANDAG



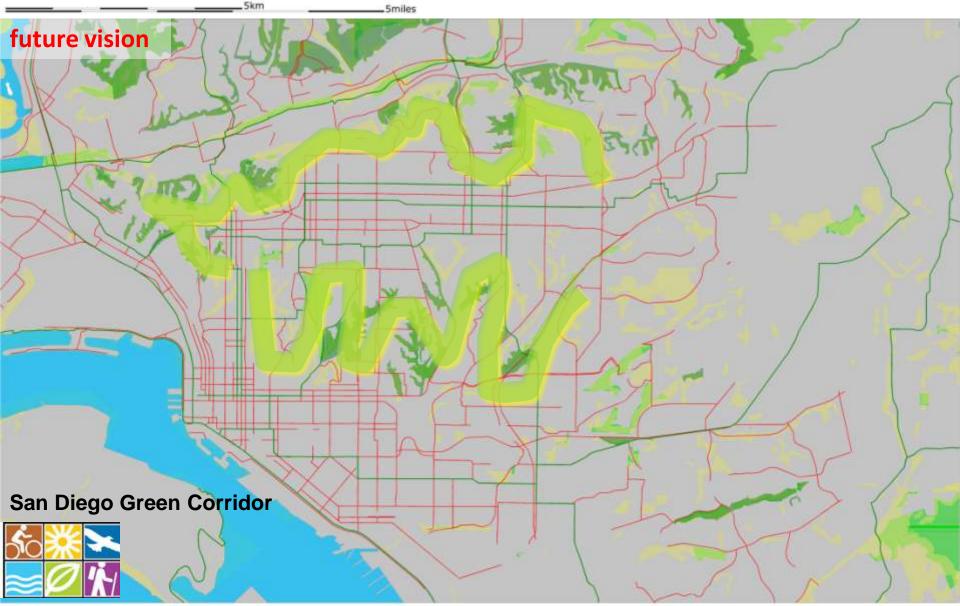
Current Public Land Ownership
Vacant Lots. Source: Landuse 2008.shp

Source : SANDAG 5. The system of sustainable mobility (bike and pedestrian connectivity) as the backbone of natural, sports and agricultural areas





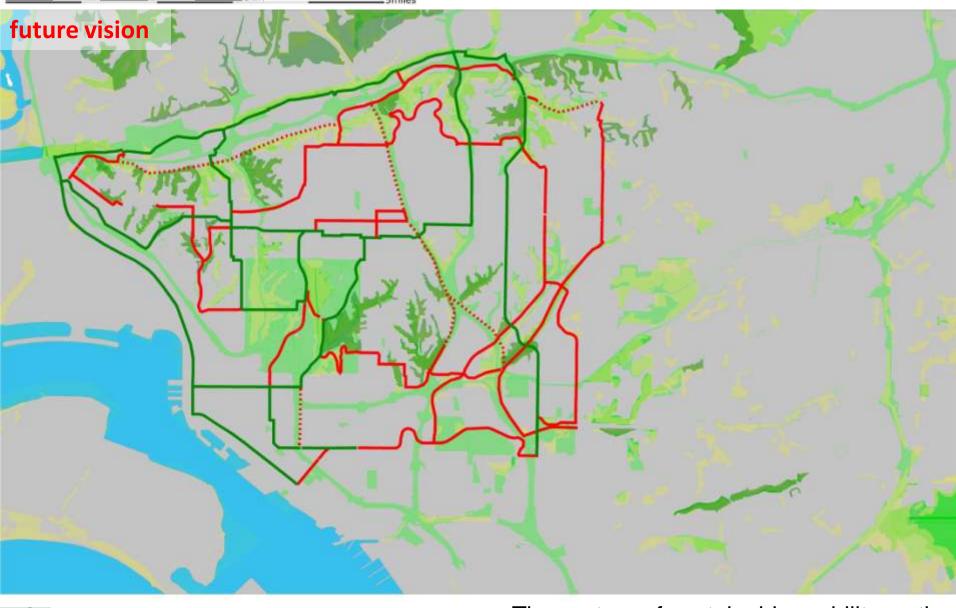




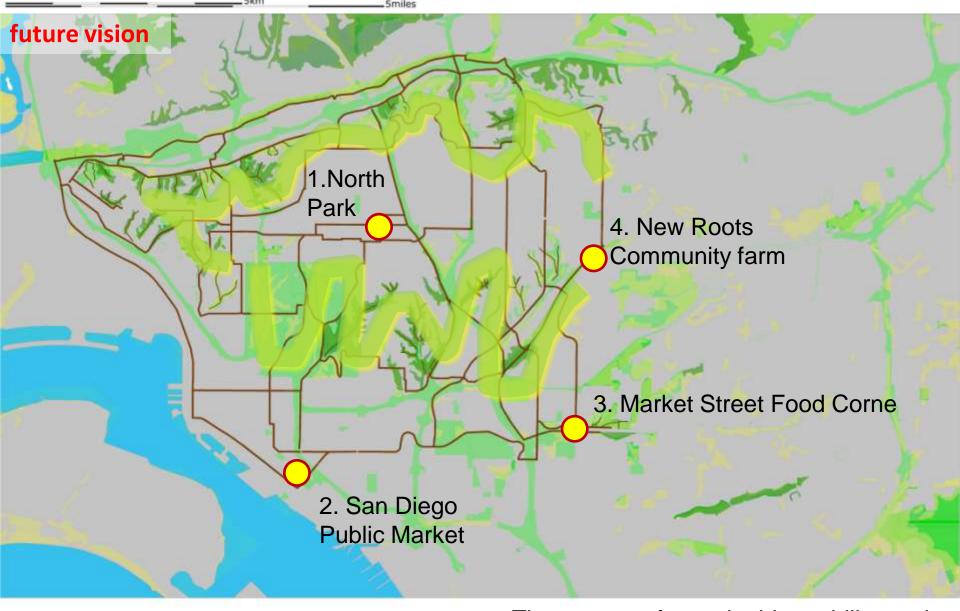
Bike paths, lanes and routes used for making the San Diego Region Bike Map The City of San Diego DRAFT Bicycle Master Plan update to the City's 2002 plan. June, 2011 Source : SANDAG Regional GIS Data Warehouse BIKE\_ROUTES.shp Bike\_Plan\_SD.shp



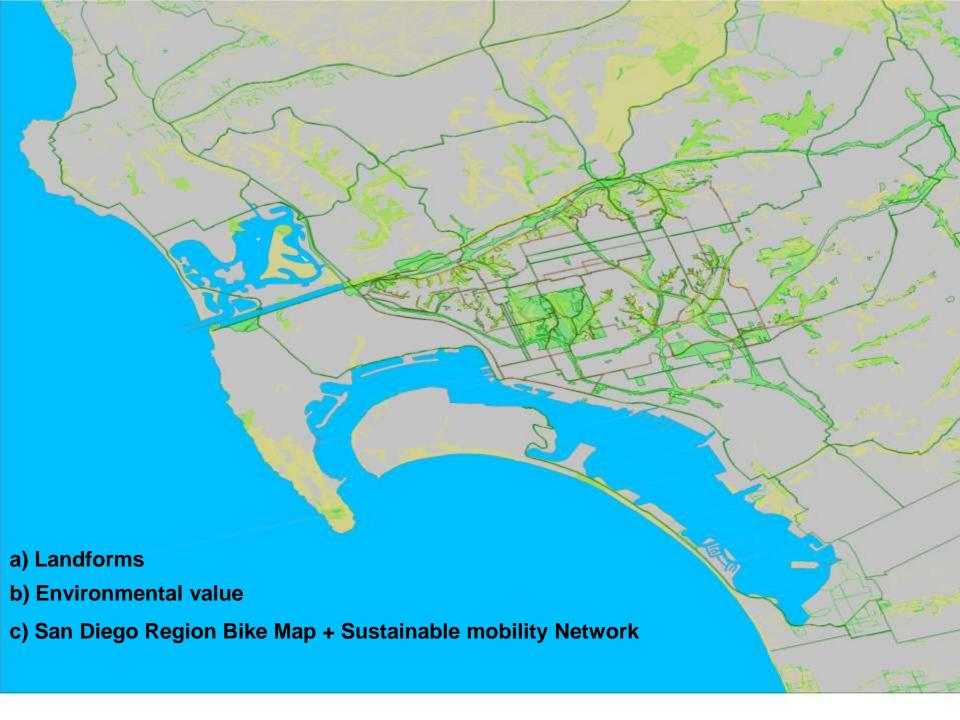
The infrastructural corridors as environmental vectors in the valley
The natural, sports and potential agricultural areas



San Diego Region Bike Map Bicycle Master Plan Our proposal The system of sustainable mobility as the backbone of natural, sport and agricultural areas



The system of sustainable mobility as the backbone of natural, sport and agricultural areas



# 6. Healthy choices: The local food system and the network of pedestrian and bicycle paths (Farmers market + Community Garden + bike station + pedestrian facilities)

View the local vocation of the existing or planned farmers markets (and all the facilities of local food system) it is important to conceive them as hub of the system of bicycle paths (also in local vocation) of connection with the residences. In the neighboring areas to markets is important to offer a range of ancillary services to clients that move on a bike.

#### San Diego Community Garden N



#### Home

Great News. Now you can have your say and share you SDCGNetwork Tumblr

The mission of the San Diego Community Garden Net community garden movement throughout San Diego County a community gardens through education, technical assistance, as San Diego County Community Gardens to register your community garden with the Network or to update an existing map entry, <u>click here</u>:



6. Healthy choices: The local food system and the network of pedestrian and bicycle paths (Farmers market + Community Garden + bike station + pedestrian facilities)

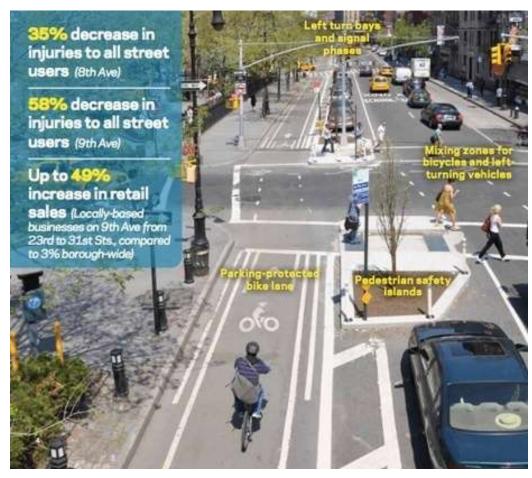
Important aspect (to be explored through marketing research) is the strong propensity of those who use the bike to have healthy food. If a citizen has decided to move by bike and follows the rules of a healthy lifestyle probably also decide to include in his diet healthy and local food.

## Designing safer streets

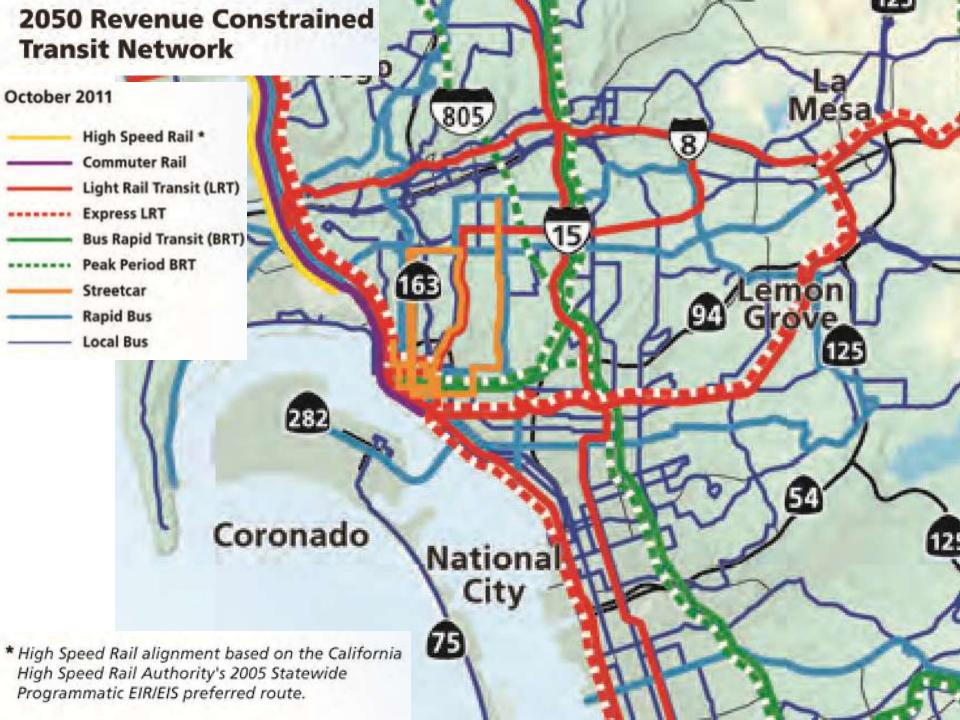
Safe and attractive options for all users

First protected bicycle lane in the US: 8th and 9th Avenues (Manhattan)

According to a study by the Department of Transportation of New York, in the neighborhoods of the city where new bike lanes were made, the turnover of small businesses increased by 49 percent. It is much easier to park a bike than a car when going into a shop

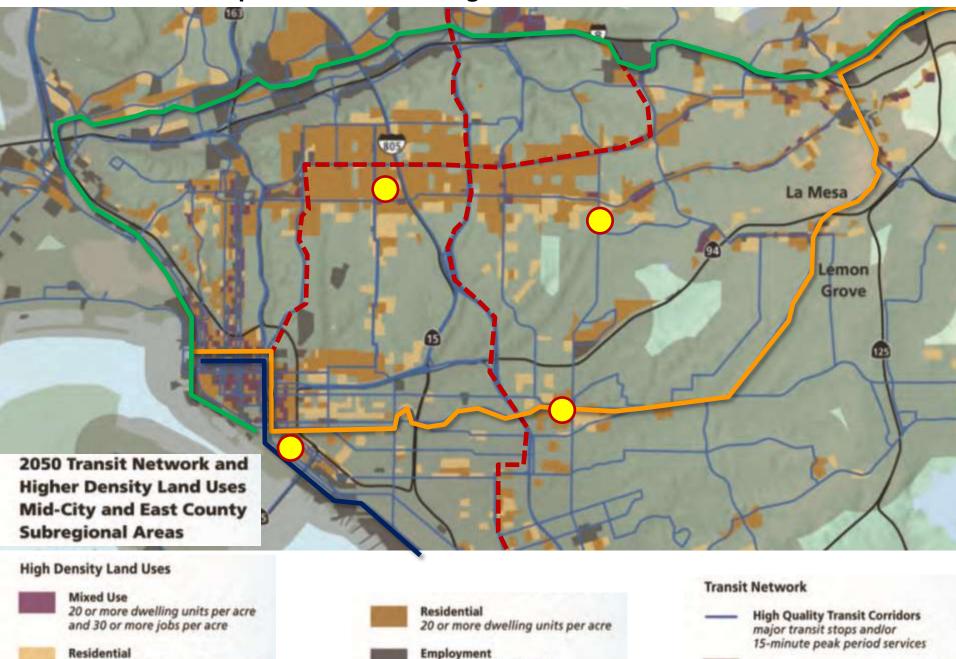






#### 7. Multi Modal Transportation in San Diego

10 or more dwelling units per acre



30 or more jobs per acre

1/2-mile from center of transit line

# 7. Multi Modal Transportation in San Diego



### 7. Multi Modal Transportation in San Diego











