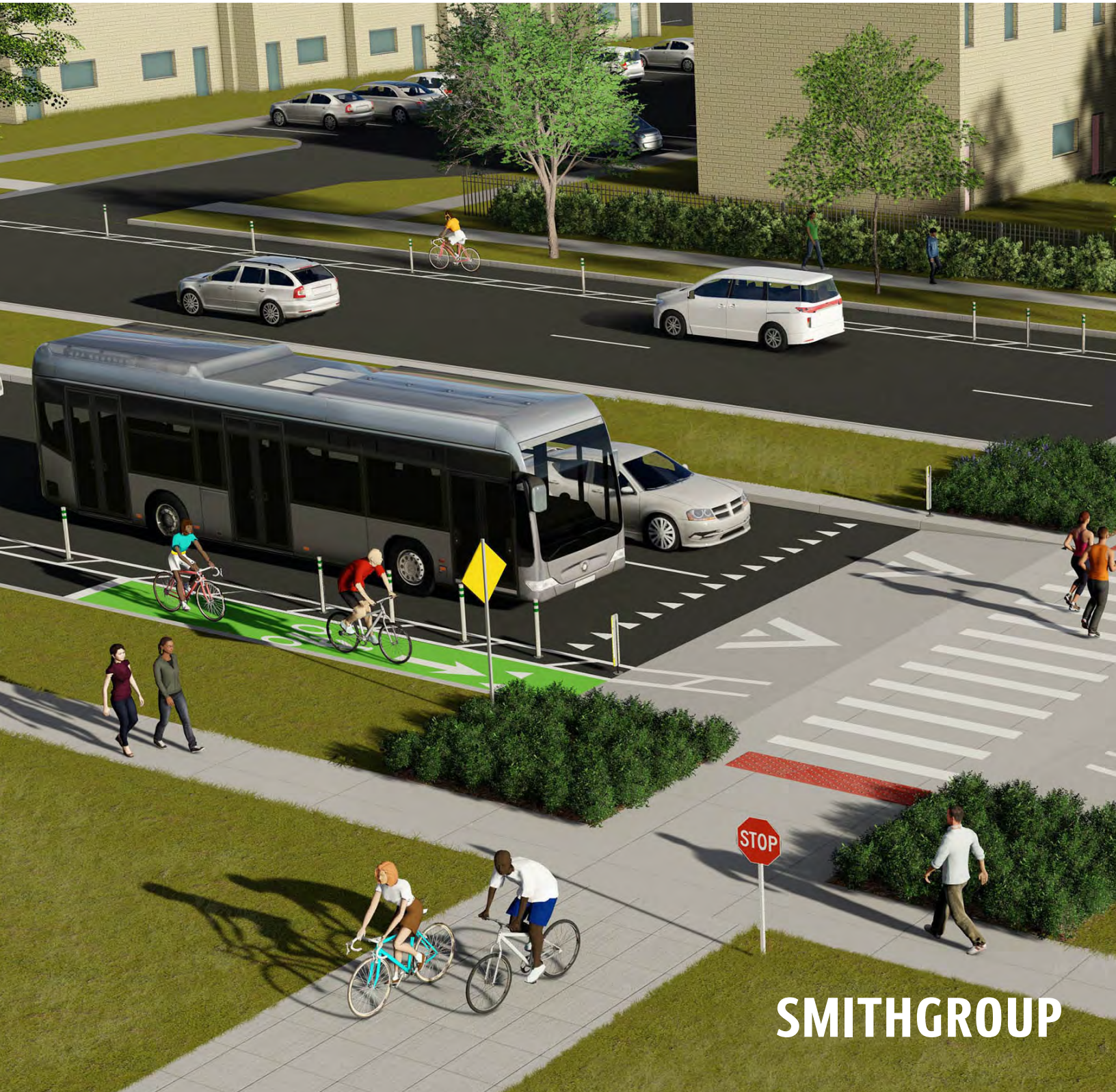
URBAN ENVIRONMENTS

DESIGNING FOR THE FUTURE OF URBAN MOBILITY



SMITHGROUP

CONNECTING PEOPLE AND PLACE THROUGH MULTIMODAL SYSTEMS

By employing research, data, advanced technologies, and human-centered design thinking we help solve complex mobility and connectivity challenges.

Broad-based mobility is essential to the success and livability of our cities—both now and in the future. SmithGroup's transportation planning and design approach focuses on integrated systems rather than individual modes of travel, balancing the needs of pedestrians, motorists, bicyclists, and transit users, and providing flexibility to adapt to future demands and needs.

At SmithGroup, we believe that connecting people to their community assets is the key to urban revitalization and sustainability. Mobility forges the connections that are essential for growth, economic prosperity, and neighborhood vitality.

Our process seeks to meaningfully engage the broadest possible base of community interests and goals. We then give shape to a design direction that connects residents and visitors to the community's unique assets and destinations. This emphasis on social linkages is foundational to the way we approach urban mobility.

While the trends and technologies shaping 21st century transportation certainly include autonomous vehicles, we think it is critically important to put people first, and to establish personal rather than vehicular access as the foundation for multimodal connectivity in our cities. Walkability, safety, and transportation access/equity provide the essential people-centered pillars for future mobility.

MIDTOWN LOOPS GREENWAY, DETROIT, MICHIGAN

CITY OF SOUTH SAN FRANCISCO COMMUNITY CIVIC CAMPUS

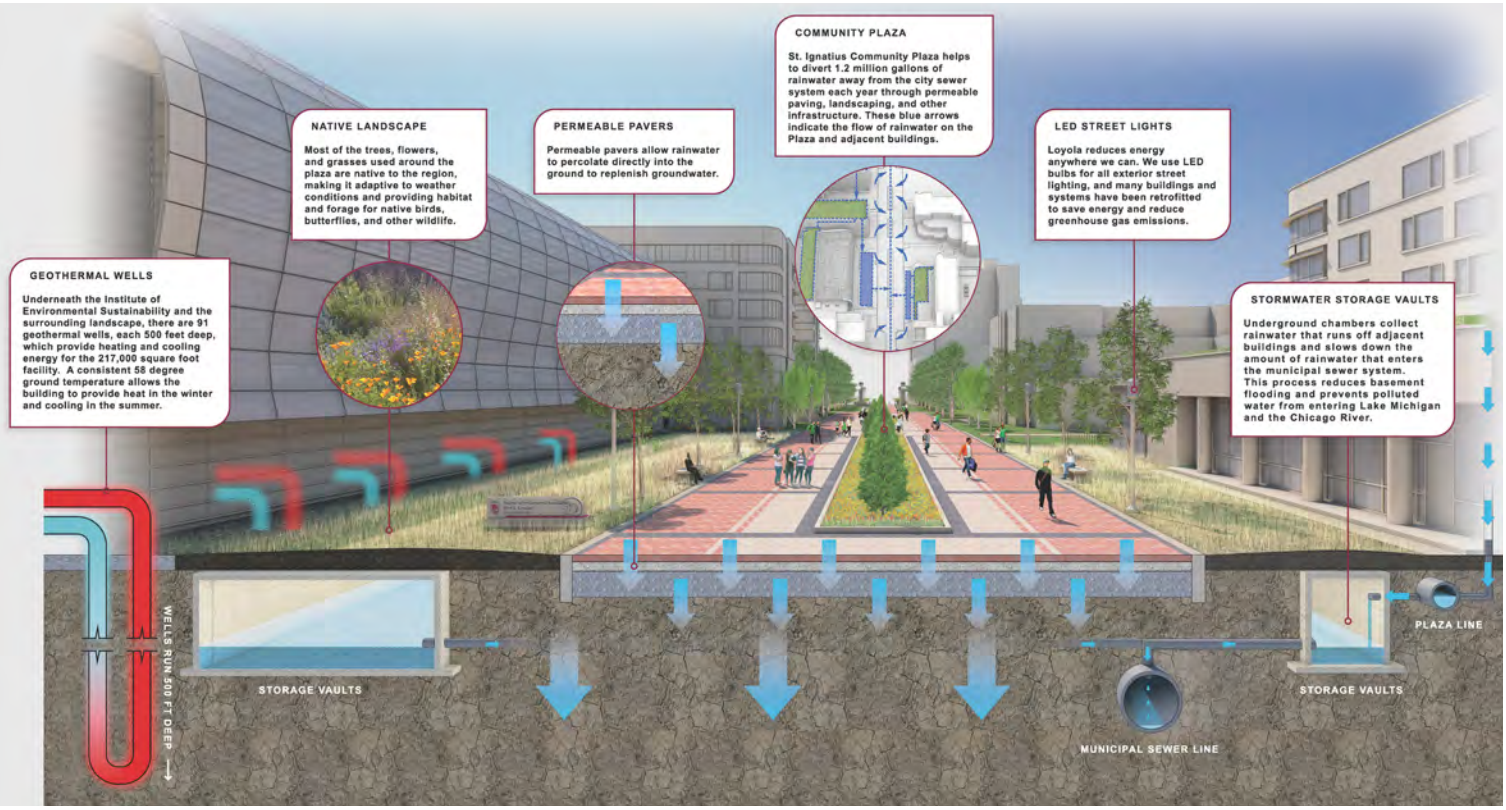
South San Francisco, California

The City of South San Francisco's new Community Civic Campus represents a great opportunity to build up the City's legacy of future-forward thinking, providing high-profile facilities, inviting plaza areas and open spaces, and universal access. Its central location and proximity to the Centennial Way Trail provides a unique opportunity to extend the City's multimodal transportation system and better support a vibrant neighborhood. Plans include bike and pedestrian access, a bike hub, access to the BART Station, and new bus stops.

LOYOLA UNIVERSITY CHICAGO LAKESHORE CAMPUS

Chicago, Illinois

Over 30 years ago, when rising waters of Lake Michigan began causing loss of land for the campus, SmithGroup developed a stabilization plan, allowing the University to maximize its limited land assets. More recently, SmithGroup developed a water management plan, which included planning and implementing stormwater management techniques on the campus. The sucessful stormwater management on campus increased overall development of appropriate land, integrated systems, consolidated system footprints and embraced the campuses beautiful natural resources. Now, in an era of environmental stewardship, Loyola's Lake Shore Campus has become a walkable laboratory for sustainability and ecological diversity.




SHERIDAN

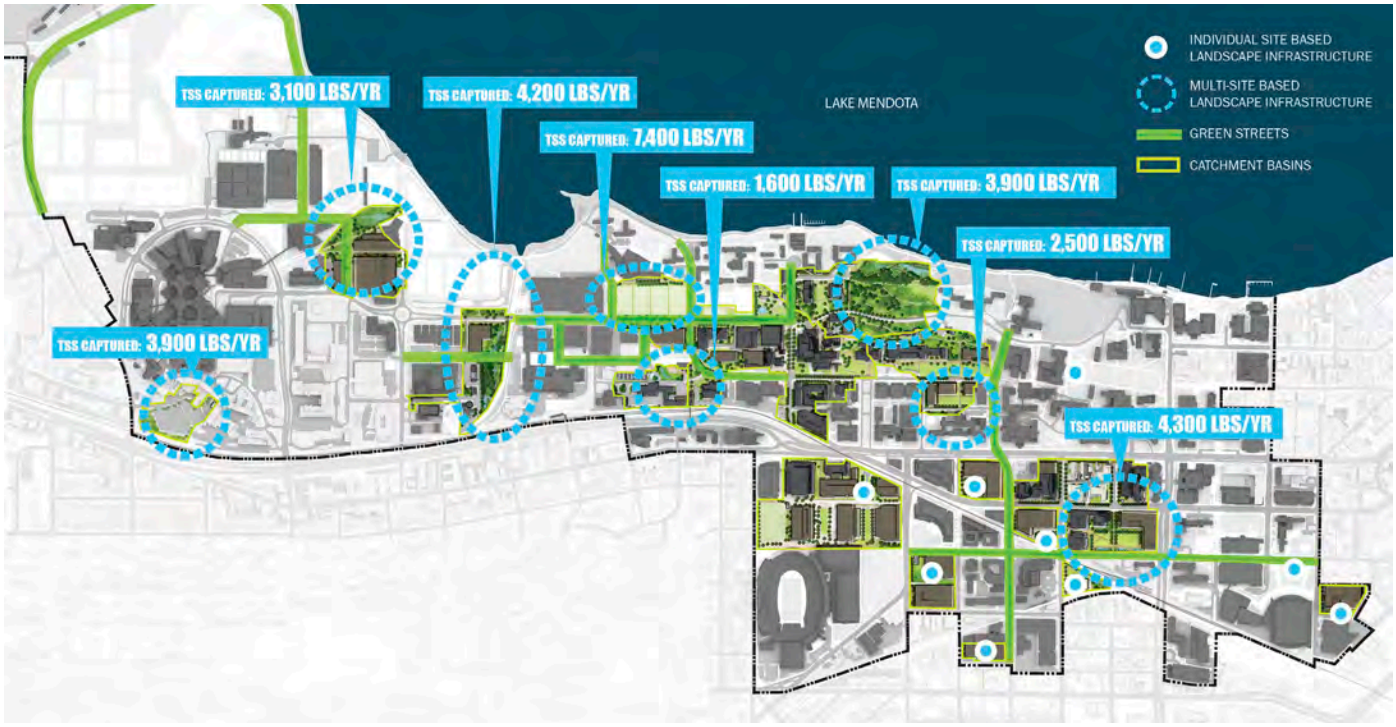
DELIVERING ENVIRONMENTALLY-RESPONSIBLE MOBILITY

Our approach builds environmental benefits and performance as part of a mobility network.

Our ability to think and work at district and regional scales allows us to incorporate new strategies for shared mobility. We emphasize a broader application of green infrastructure—integrating natural system and air and water quality enhancements. We know the that urban livability and the long-term sustainability of our planet requires a more environmentally responsible approach to mobility system design—and we take on that responsibility willingly.

Our integrated transportation planning approach creates opportunities to utilize public and private rights-of-way to:

- Lower urban heat island temperatures through a reduction in impervious pavement area and green street design.
- Incorporate stormwater management strategies that enhance infiltration and capture, and filtration of runoff pollutants.
- Enhance carbon sequestration capacity through tree planting and landscaping.



Urban Mobility

UNIVERSITY OF WISCONSIN-MADISON CAMPUS LANDSCAPE AND GREEN INFRASTRUCTURE PLAN, MADISON, WISCONSIN

CITYLINE PARTNERS
SCOTTS RUN STATION

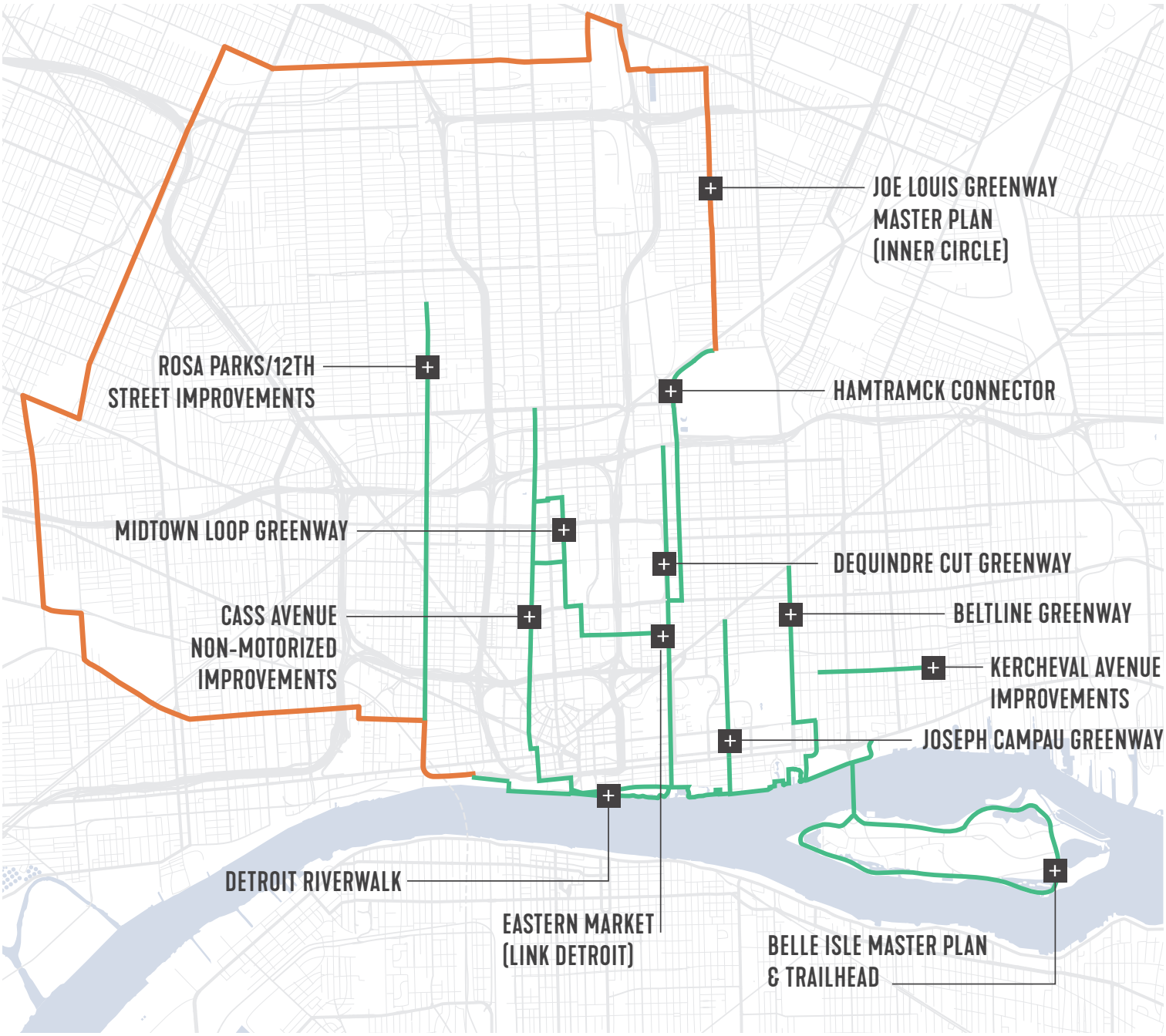
Tysons Corner, Virginia

SmithGroup's master plan is transforming this 40-acre suburban office park in the "edge city" of Tysons Corner and redefining it for the 21st century. The plan takes full advantage of the site's proximity to the new McLean Metrorail station, introducing a new connected, walkable street grid; a transit-oriented mix of uses including office, residential, hotel, retail and restaurants; and sustainable stormwater management features integrated throughout the building, open space, and streetscape design. The plan restores Scotts Run creek and provides pedestrian connection through a series of elevated walkways, connecting residents to a range of recreational opportunities.

CITY OF DETROIT
GREENWAYS, TRAILS AND CONNECTORS

Ann Arbor, Michigan

Set out to advance healthy living by creating an environment that encourages safe biking and walking throughout connected areas between the Detroit Riverwalk, Eastern Market, the Detroit Medical Center, Wayne State University, Midtown, Brush Park and the City of Hamtramck, SmithGroup's Detroit greenway projects have enhanced the quality of life to neighboring residents and visitors, but has also provided greater linked access to miles of bike paths, public open space, mixed-use neighborhoods, employment centers, cultural institutions and fresh locally grown produce.



ISLANDVIEW GREATER VILLAGES, DETROIT, MICHIGAN

PROVIDING EQUITABLE ACCESS FOR COMMUNITY REVITALIZATION

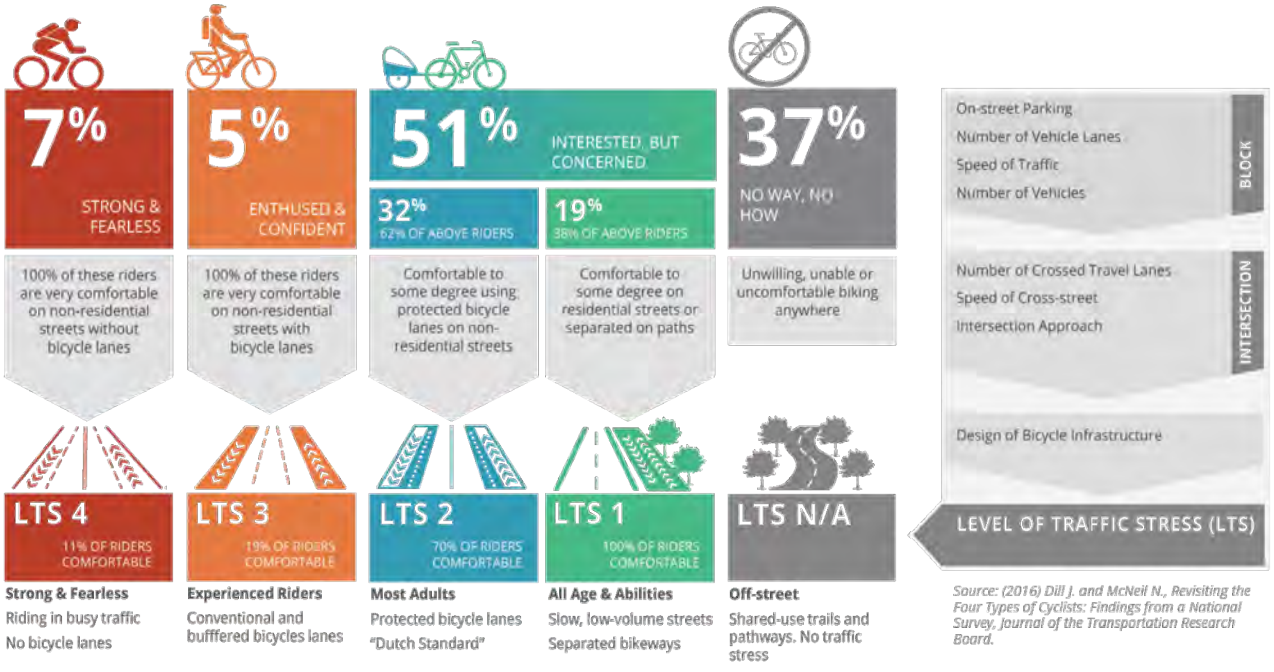
Improving access to transportation options, including alternative modes, allows flexibility of travel choices and promotes healthier lifestyles.

The opportunity to walk, bike or take transit gives residents of all ages more control over their transportation options while decreasing greenhouse gas emissions. Access to alternative modes of transportation also helps promote increases in healthy, physical activity.

Greenway and trail systems are vital to the growth and livability of communities looking to strengthen neighborhood connectivity and bike/pedestrian safety.

Our approach emphasizes appropriately designed sidewalks, crosswalks, raised medians, bus stop placement, traffic-calming measures, access management, and universal accessibility. This improves pedestrian, bicyclist and motorist safety by providing stronger visual cues for all.

TYPES OF BIKE RIDERS AND LEVELS OF TRAFFIC STRESS



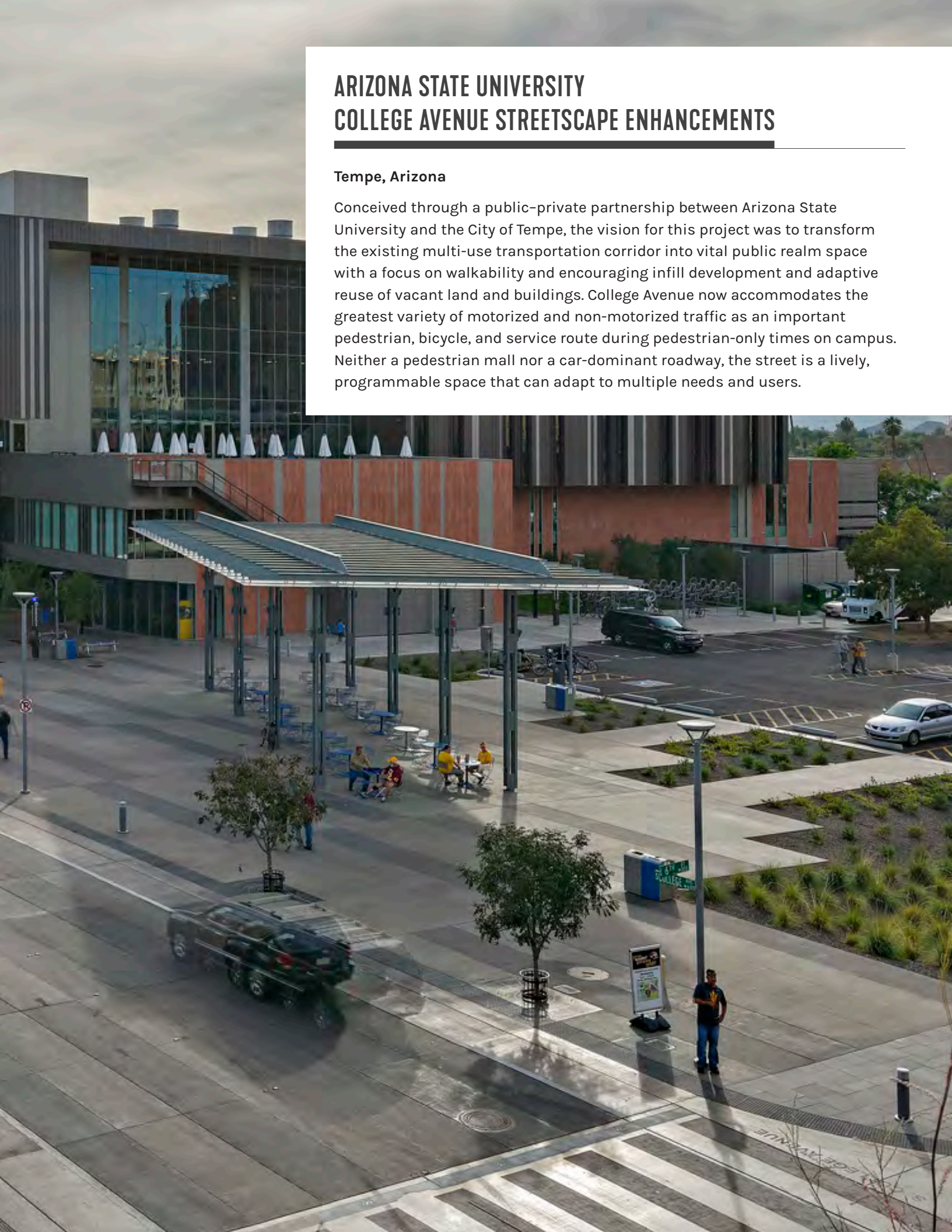
Source: (2016) Dill J. and McNeil N., Revisiting the Four Types of Cyclists: Findings from a National Survey, Journal of the Transportation Research Board.


NOW OPEN

ARIZONA STATE UNIVERSITY
COLLEGE AVENUE STREETSCAPE ENHANCEMENTS

Tempe, Arizona

Conceived through a public–private partnership between Arizona State University and the City of Tempe, the vision for this project was to transform the existing multi-use transportation corridor into vital public realm space with a focus on walkability and encouraging infill development and adaptive reuse of vacant land and buildings. College Avenue now accommodates the greatest variety of motorized and non-motorized traffic as an important pedestrian, bicycle, and service route during pedestrian-only times on campus. Neither a pedestrian mall nor a car-dominant roadway, the street is a lively, programmable space that can adapt to multiple needs and users.



CHANGBAI HIGH SPEED RAIL DISTRICT, CHINA

INFORMING THE FUTURE OF MOBILITY

As we anticipate a rapidly shifting mobility context, we must advocate and design for the holistic future of mobility—a future that by necessity will be increasingly multimodal while incentivizing transitional shifts to more sustainable transportation solutions.

To sustainably advance new technological innovations in mobility and transportation, three core principles guide our planning and design thinking:

1. Adapt Spaces for People First. Our cities should be built and adapted for people first, emphasizing public health outcomes and human-powered movement, while balancing space for cars with places for human connection and contact.

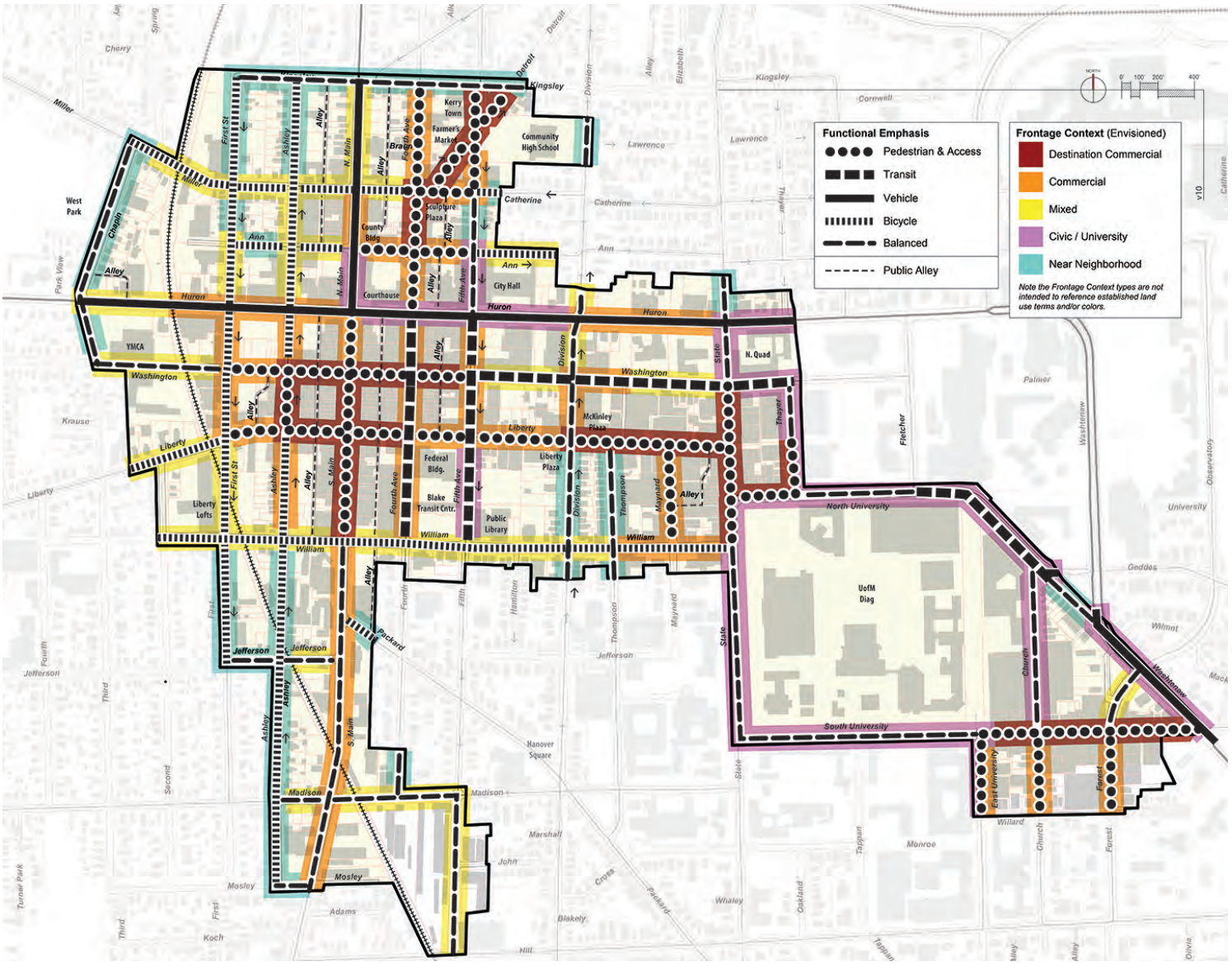
2. Create Truly Sustainable + Resilient Places. While compact urban cores represent the most sustainable form of development, they often fall short of goals to not only do less environmental harm but to also mitigate climate change, withstand and recover from chronic stresses and acute shocks, and generally improve quality of life for all residents. Along with technological advances, cities must emphasize systematic, sustainable and resilient performance of their public realm and mobility networks to ensure success for generations to come.

3. Be Action Oriented. Our cities must establish a new, paradigm-shifting relationship with automobiles. We don't need to wait for autonomous vehicles to reduce or remove zoning parking minimums, decouple proximate requirements for parking from land uses, and recapture space for affordable housing, naturalized open space, and people-oriented uses to ensure that our cities are inclusive and accessible to all.

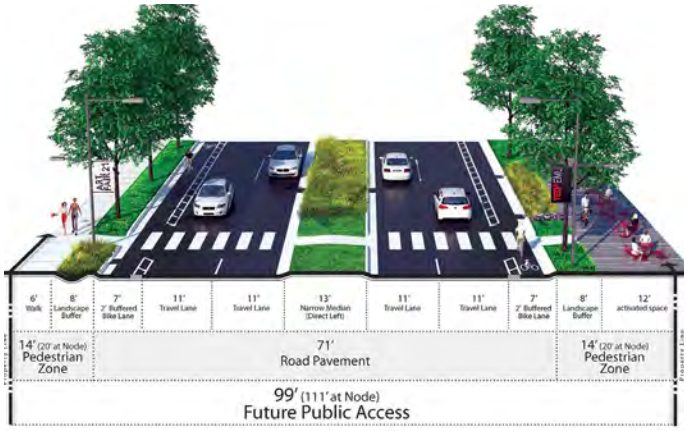
ANN ARBOR STREET DESIGN MANUAL

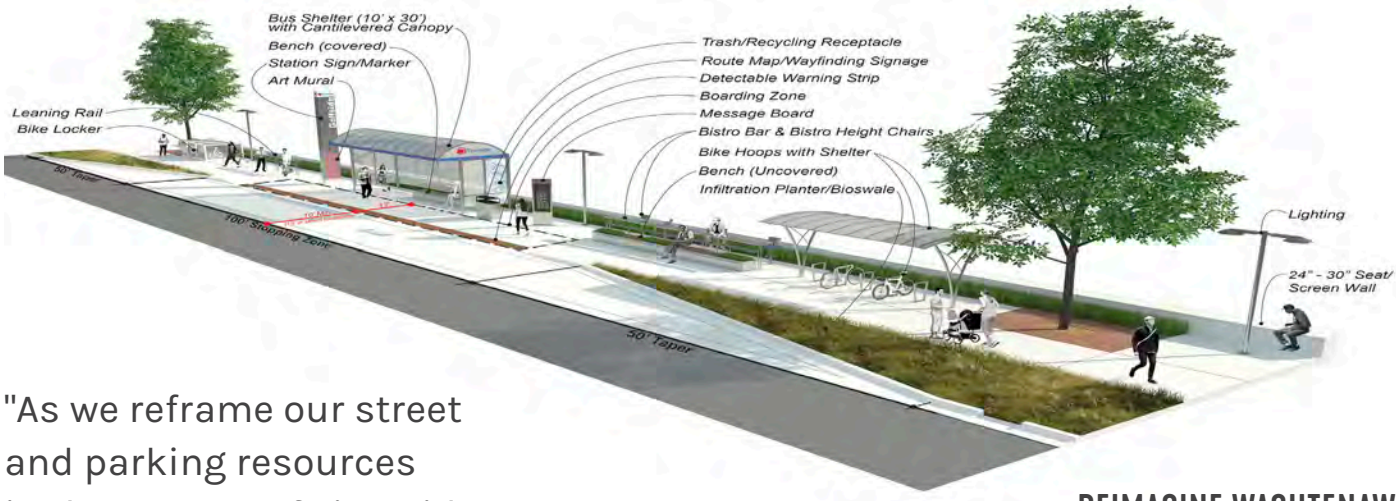
Ann Arbor, Michigan

The manual provides a comprehensive set of standards to govern the design and construction of public and private projects impacting the street right-of-way in a manner that will enhance the streets' urban design quality and function while also recognizing the important social, economic, and environmental needs they serve. The planning represented an unprecedented level of cross-agency and stakeholder coordination for the City. While many of the voices at the table had competing demands, the 18-month planning process provided an opportunity for different agencies and stakeholders to collaborate around best practices, and to develop a tool to make informed decisions that meet the needs of multi-modal transportation systems.



YOU'RE IN GOOD COMPANY



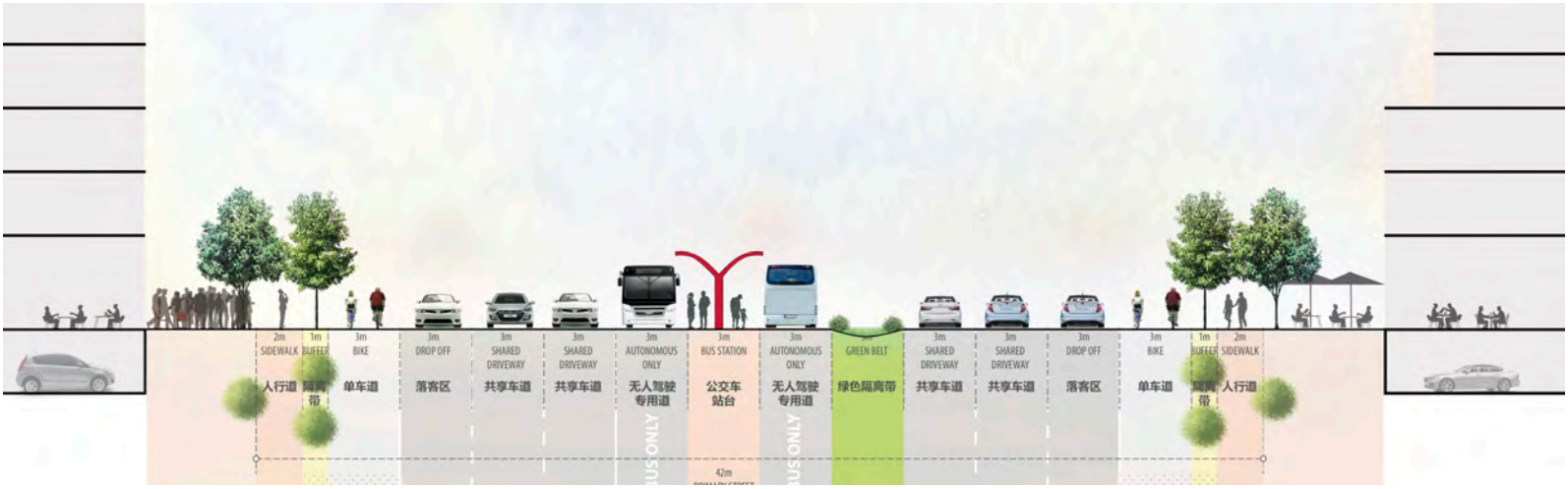


"As we reframe our street and parking resources in the context of city-wide health metrics, let's make sure our policies are flexible enough to achieve the desired outcomes while embracing changing technologies."

MICHAEL JOHNSON, URBAN DESIGN PRACTICE CO-DIRECTOR

REIMAGINE WASHTENAW

Across the globe and across all scales, our interdisciplinary teams are transforming the way we consider urban mobility in an effort to increase equitable access, improve functionality, and create resilient strategies to ensure a healthy future for generations to come.



WANXIANG INNOVATION ENERGY CITY

SMITHGROUP

Design a
Better Future