

















Making Streets Fit for Cities and Towns

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Railvolution 2005

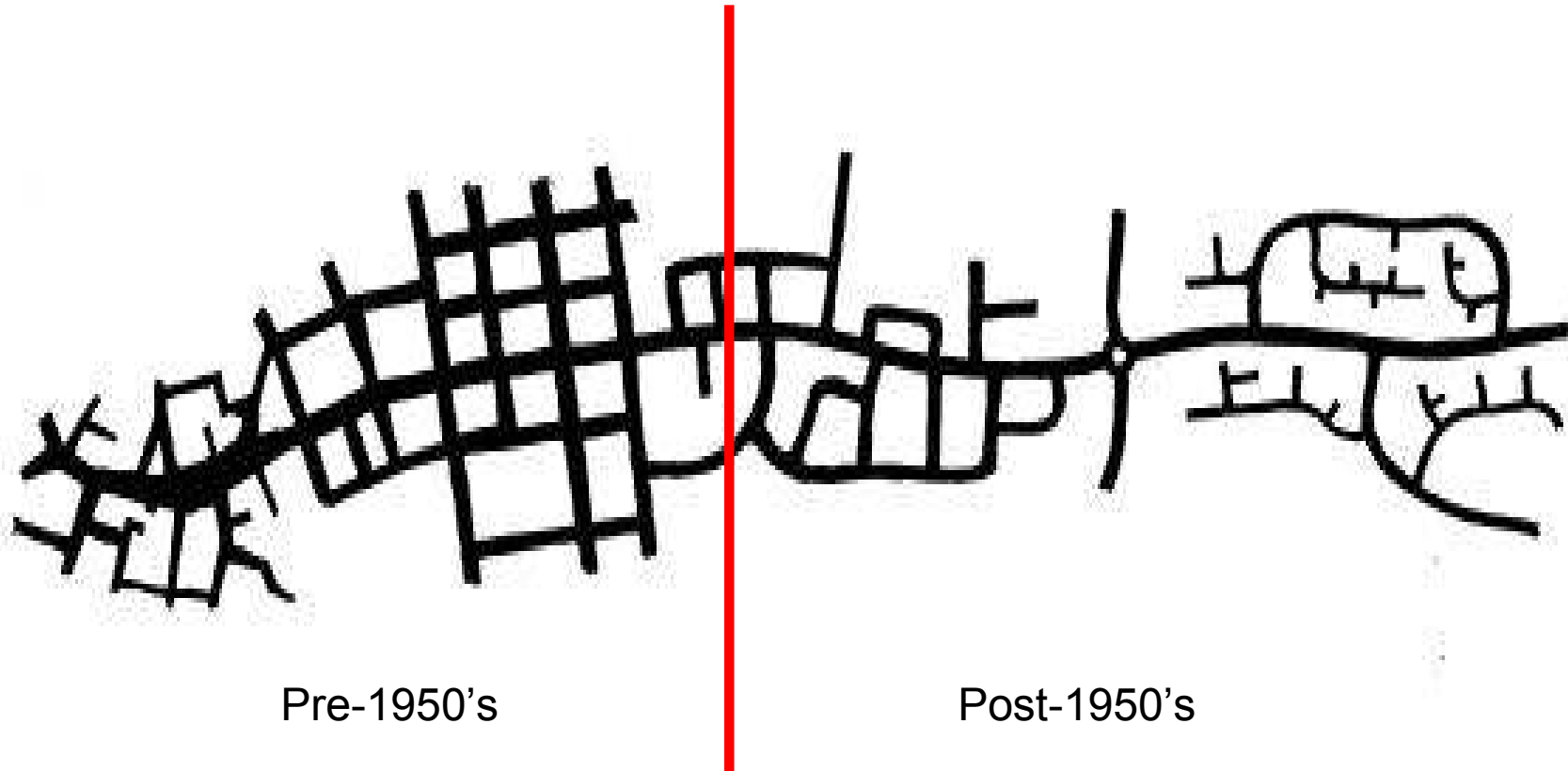
Making streets fit for cities and towns

1. Create an Urban street network

An urban street network

- is dense and connected
- facilitates movement by giving people multiple choice of paths and modes
- serves as a flexible frame for development and for a variety of activities that relate to the street

The Evolving Approach to Street Network



Adapted from Stephen Marshall





Making streets fit for cities and towns

2. **Facilitate Mobility by Multiple Modes**

- Streets should facilitate movement but movement should not trump every thing else
- All streets are must pamper people on foot









Making streets fit for cities and towns

3. **Recognize that streets are places**

- Streets are places in their own right and are major contributors to a sense of place
- Streets are used for numerous activities that are not related to mobility





Making streets fit for cities and towns

4. **Make streets safe for all users**

Streets must accommodate powerful vehicles
while welcoming human activity

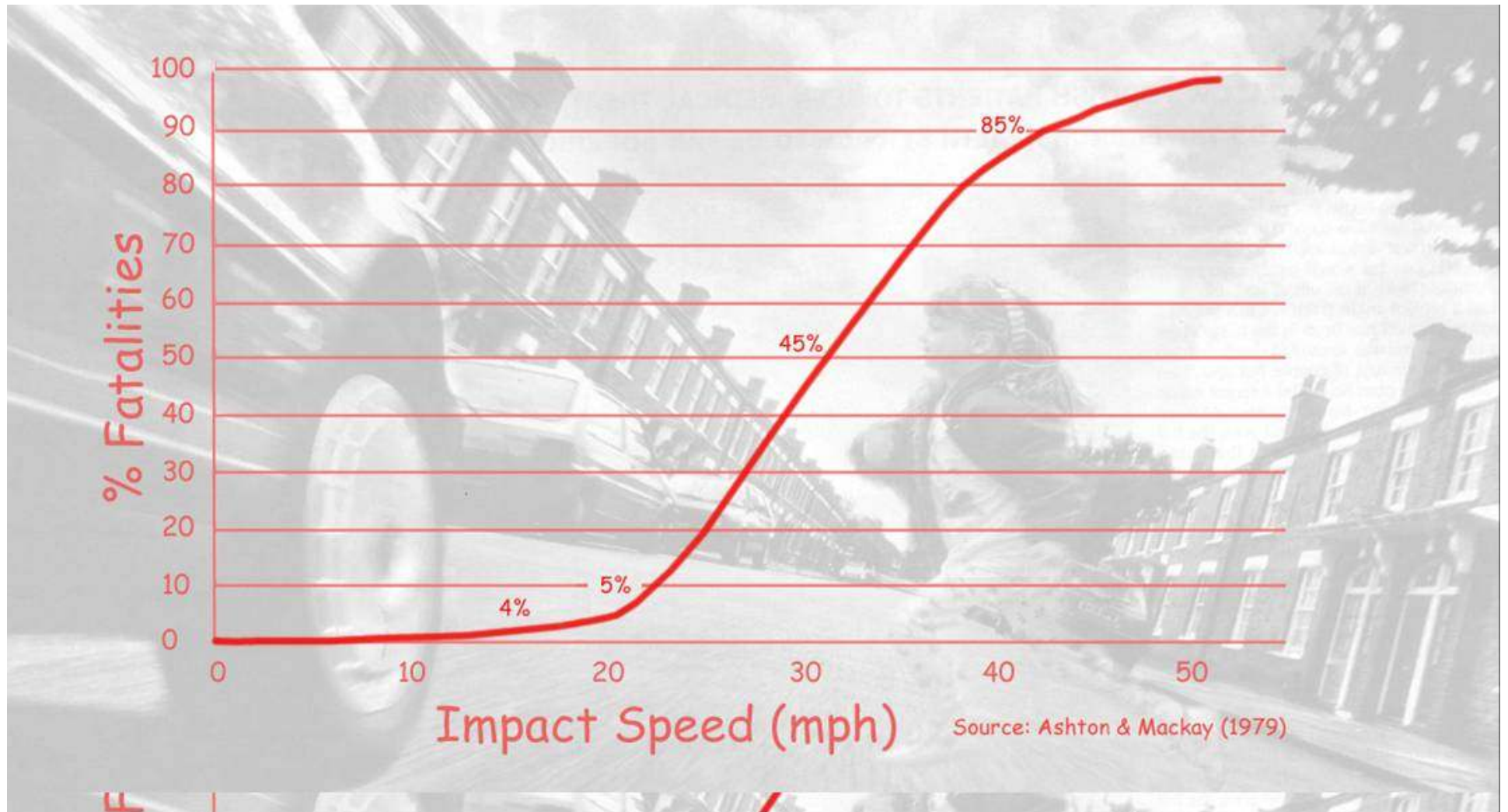
Speeds on street must be modest





Storrs, CT





Adapted from Ben Hamilton-Baille

Making Streets Fit

How are We Doing?

- 1. Network**
- 2. Mobility**
- 3. Place Making**
- 4. Safety**

The conventional approach...

The Report Card

- | | |
|-----------------|----|
| 1. Network | F |
| 2. Mobility | D- |
| 3. Place Making | F- |
| 4. Safety | D+ |

The conventional approach...

The Report Card

1. Network

F

Contemporary design creates a sparse network
heavily biased to automobile and freight
movement

The conventional approach...

The Report Card

2. Mobility

D-

- Mobility is equated with speed and vehicle capacity
- Space is often appropriated from other uses to provide more capacity for vehicles



The conventional approach...

The Report Card

3. **Place Making** **F-**

- The rich diversity of urban places is ignored in conventional street design
- In conventional design, only two types of places exist: rural and urban



The conventional approach...

The Report Card

4. **Safety** **D+**

The focus is on vehicle occupants

The conventional thinking is that
safety=simplicity

Speed control is not built into the design

The good news....

*the conventional approach to
design is rapidly evolving*

The Swinging 90s

A Decade of Change

Traffic Calming

Flexibility in Design

Context Sensitive Design

Showcase Street Projects and New Urban Place making

Late 1980s

2000



The Embarcadero





Octavia Boulevard





Palm Canyon Drive





Castro Street
Mountain View



The CNU-ITE-FHWA-EPA Initiative

... continuing the evolution

Context Sensitive Design of Major Urban Streets

The Partners

- Federal Highway Administration
- Institute for Transportation Engineers
- US Environmental Protection Agency
- Congress for the New Urbanism

Purpose

Provide guidance for the design of urban thoroughfares that is consistent with New Urbanist principles

Guiding Principle

The guide should be **consistent with** and **build on** existing guides including the AASHTO Green Book

What's in the Guide?

1. Network

- The pros and cons of various network types
- The characteristics of an Urban Network
- Guidance of developing an Urban Network

What's in the Guide?

2. Mobility

- Guidance for mixed traffic environment
- Less focus on private vehicle: more emphasis on transit, pedestrians and bicycle
- Recognize the multi-way boulevard as a street type
- Do not shy away from addressing big streets

What's in the Guide?

3. Place Making

- Introduce the Urban Transect for defining context
- Appropriate palette of thoroughfare types
- Guidance on the desired relationship between buildings, streets and parking
- Design guidance for landscape, lighting and street furniture

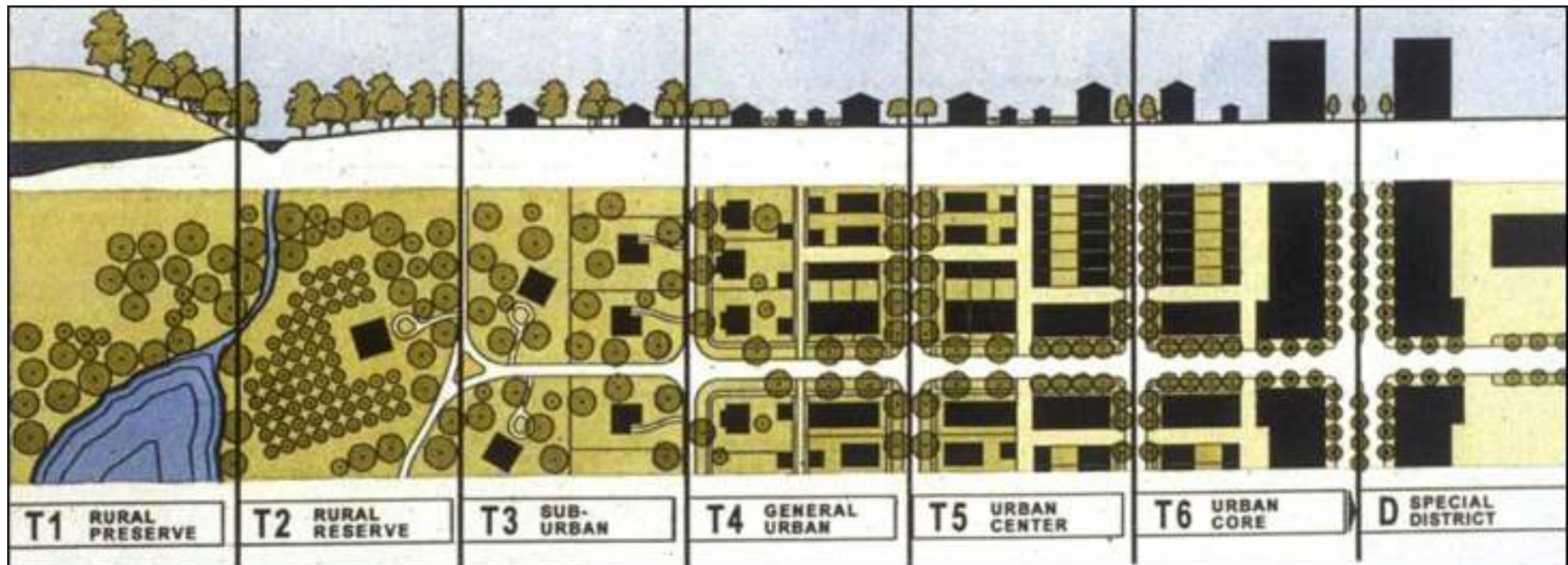
What's in the Guide?

4. Safety

- Emphasize pedestrian and bicycle safety and perception of safety
- Focus on proper 'desired operating speed' for different situations

Place Making

Defining the Urban Context with the Transect



TRANSECT URBAN

NEW ORLEANS



WASHINGTON



SAN FRANCISCO



Place Making

Defining Urban Thoroughfare Types

Arterial or Collector?

Boulevard or Expressway?

Avenue or Highway?

Street or Road?

Boulevard

Expressway

Avenue

Highway

Street

Road

Urban

Rural

Great streets make great cities.

Re:Urbanism - Campbell and Cowan











Can we still make great streets in America?

Great streets require designers that love cities and that are trained to know and appreciate how cities work