



National Association of
City Transportation Officials

Big Changes for Big Streets

Safe Streets Summit 2015

Fort Lauderdale, FL

Thursday, January 22, 2015





NACTO Member Cities

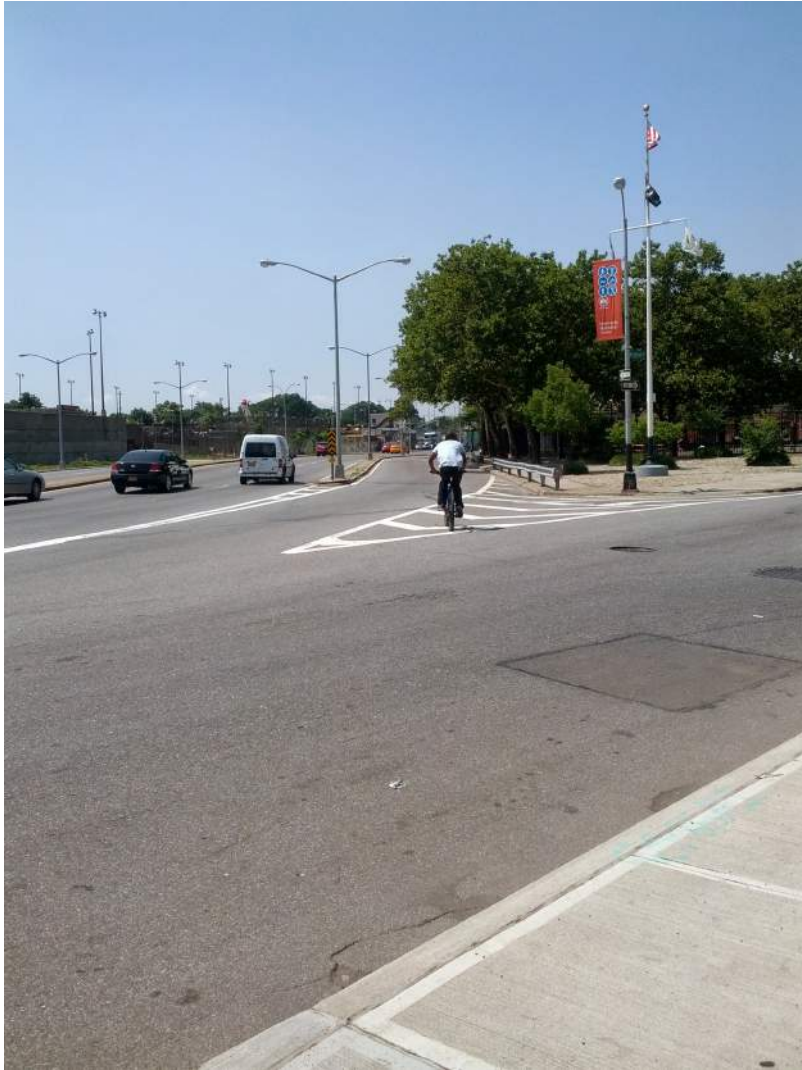
Atlanta. Baltimore. Boston. Charlotte.
Chicago. Denver. Detroit. Houston. Los
Angeles. Minneapolis. New York.
Philadelphia. Phoenix. Portland. San
Diego. San Francisco. San Jose.
Seattle. Toronto. Vancouver.
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Arlington VA. Austin. Boulder. Burlington.
Cambridge. El Paso. Fort Lauderdale.
Hoboken. Indianapolis. Louisville. Madison.
Memphis. Montreal. Oakland. Salt Lake City.
Somerville MA. Ventura CA.



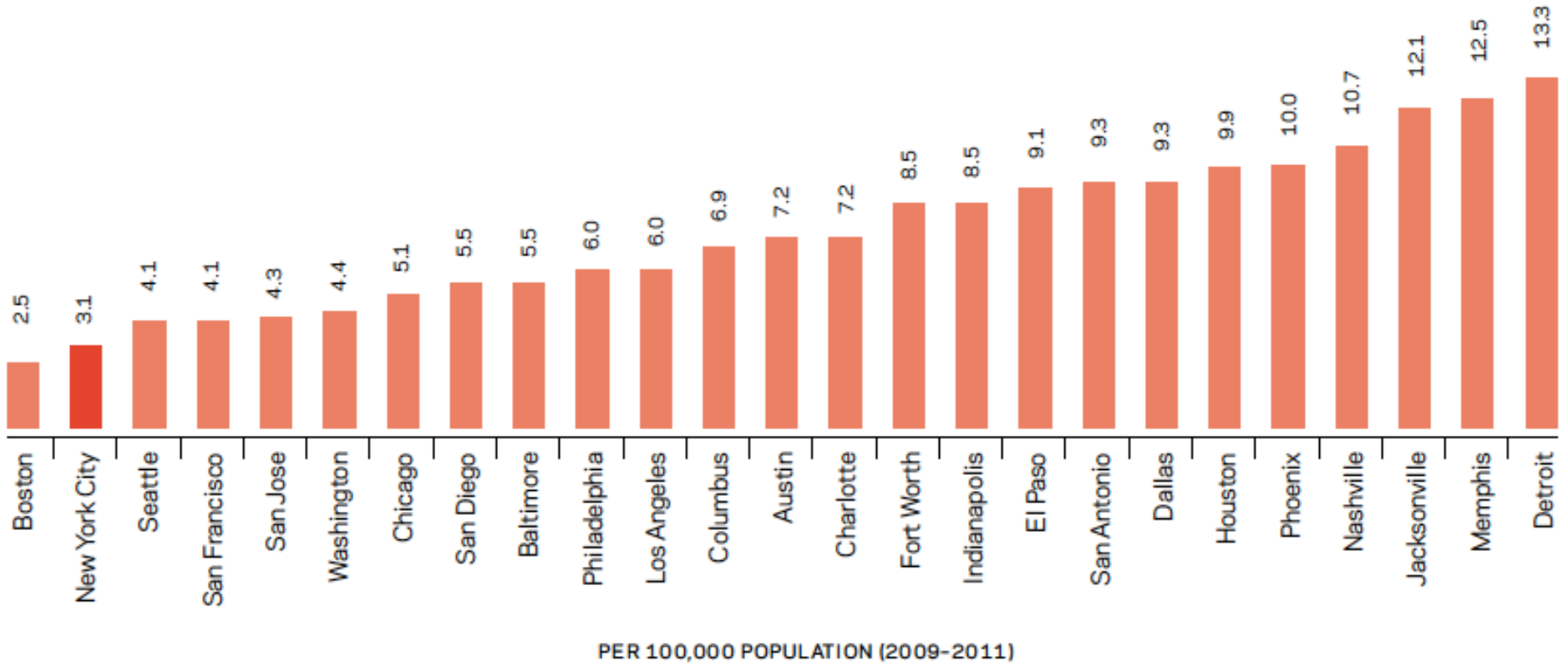


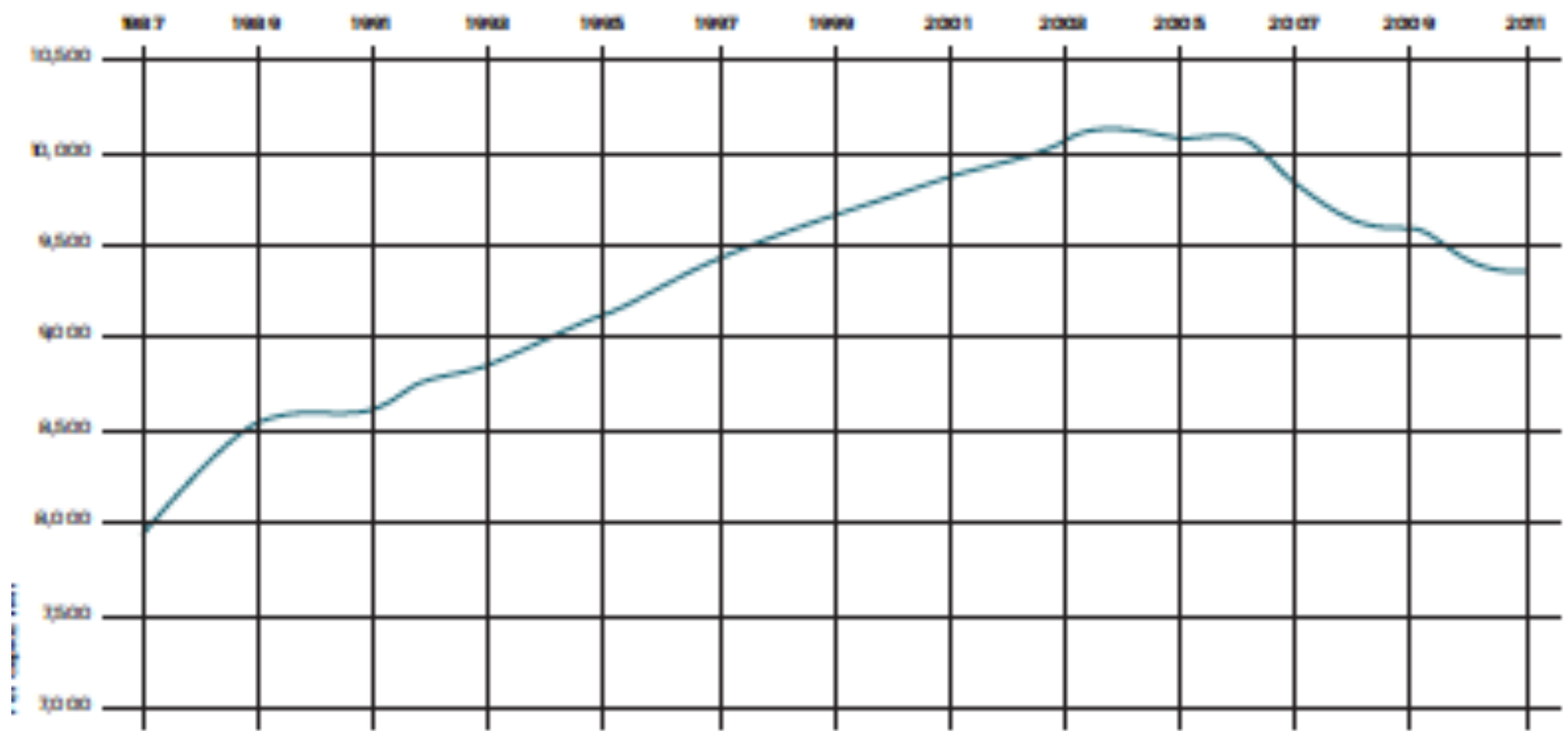


**E. 33rd St and
Park Ave facing
North**



TRAFFIC FATALITY RATES OF 25 LARGEST US CITIES





Driving per capita continues to decline, even as gas prices have stabilized and the economy has shown signs of recovery.

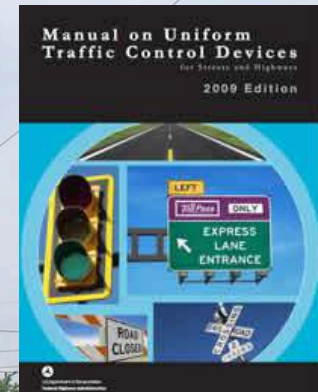
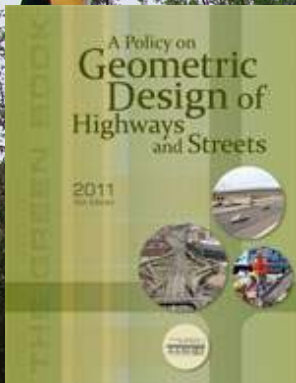
Source: State Smart Transportation Initiative (SITI)

Per Capita VMT

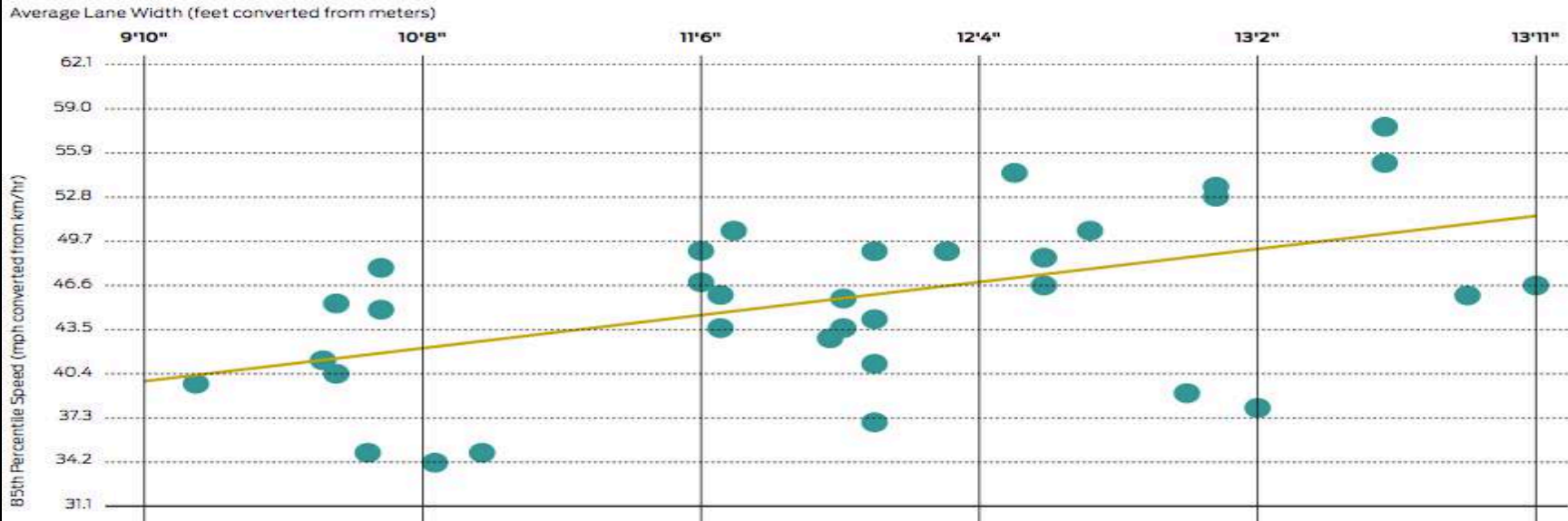




Diagnosis: Misapplication of *highway* design in cities



Wider travel lanes are correlated with higher vehicle speeds.



"As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster."

Chart source: Fitzpatrick, Kay, Paul Carlson, Marcus Brewer, and Mark Wooldridge. 2000. "Design Factors That Affect Driver Speed on Suburban Streets." *Transportation Research Record* 1751: 18-25.



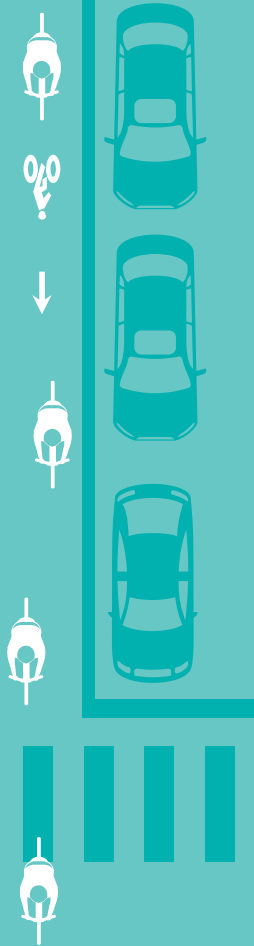
Treatment: Proactive Design



Urban Bikeway Design Guide

National Association of
City Transportation Officials

Second Edition



Second Edition Fall 2012

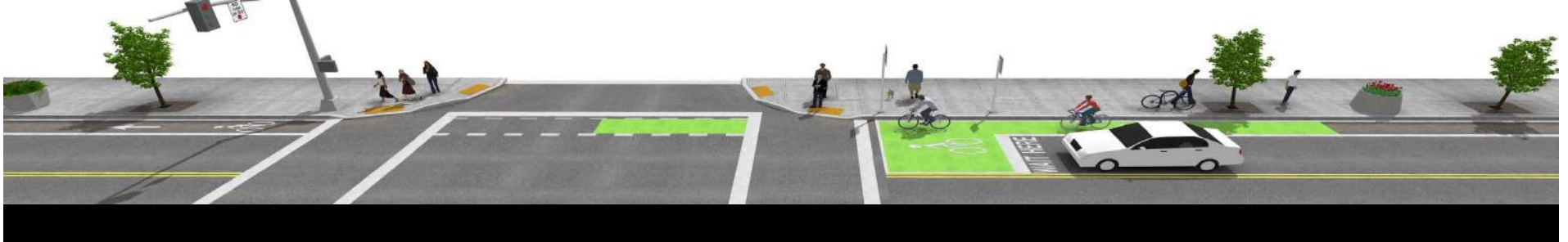
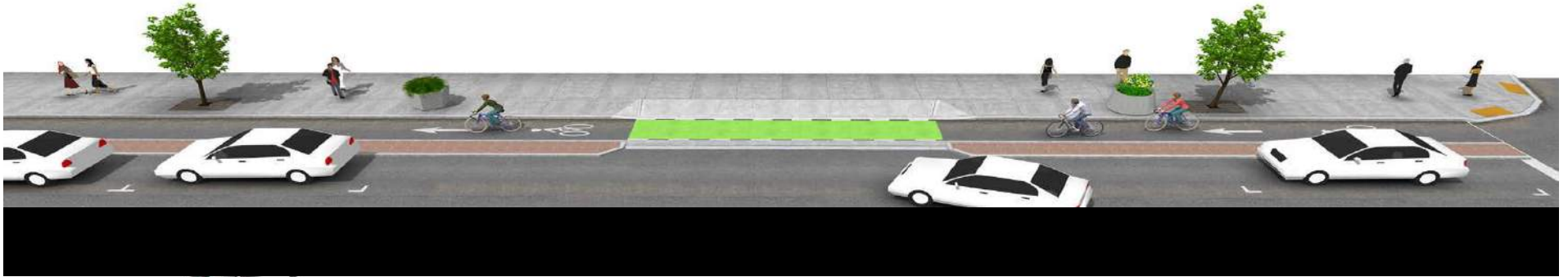








Urban Bikeway Design Guide 2011-12





FHWA Bicycle & Pedestrian Design Flexibility Memorandum

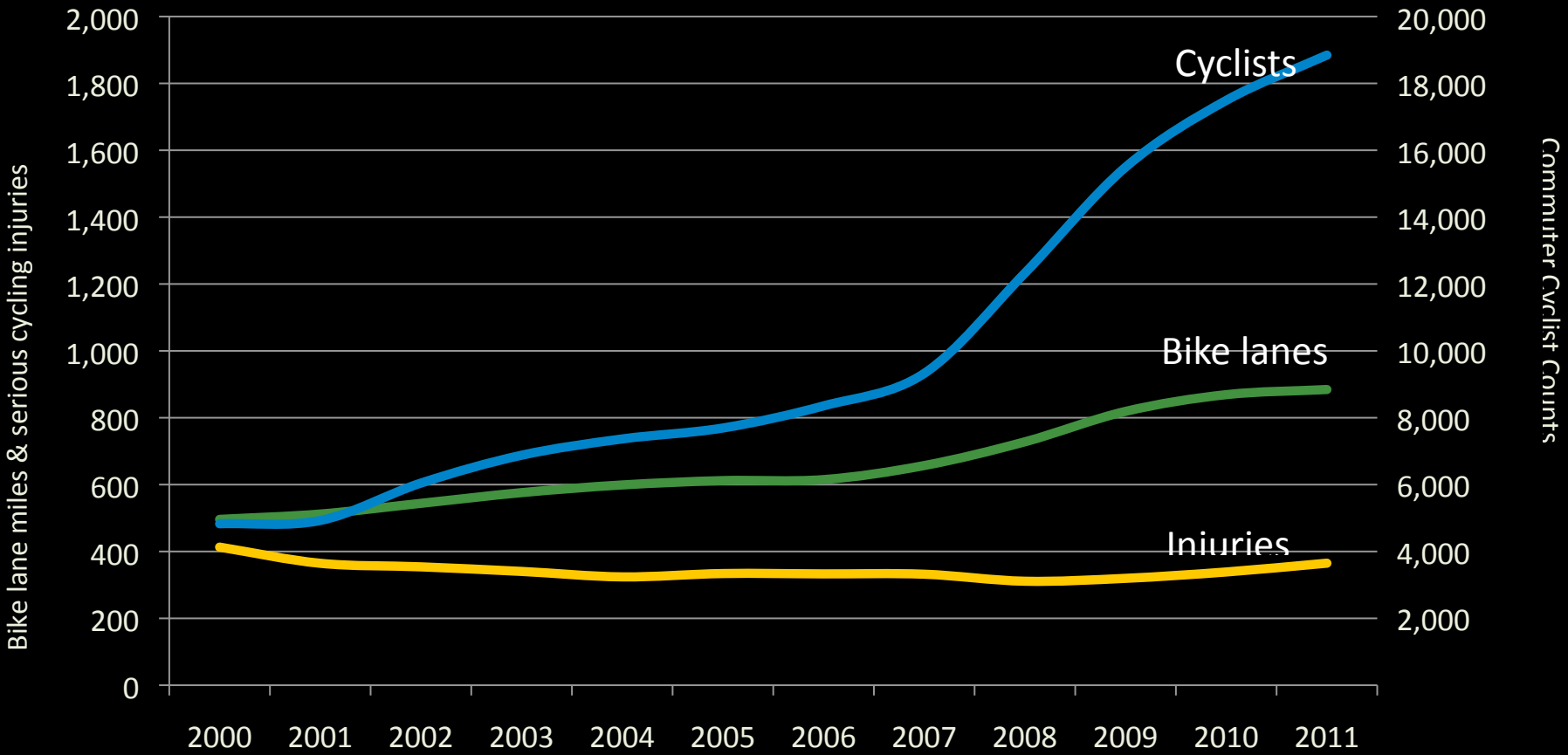
August 20, 2013

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide...builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. **FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas...**The vast majority of treatments illustrated in the NACTO Guide are either allowed or not precluded by the Manual on Uniform Traffic Control Devices (MUTCD).

Plus endorsements from 41 cities and 8 states



More Cyclists. More Bike Lanes. Fewer Injuries









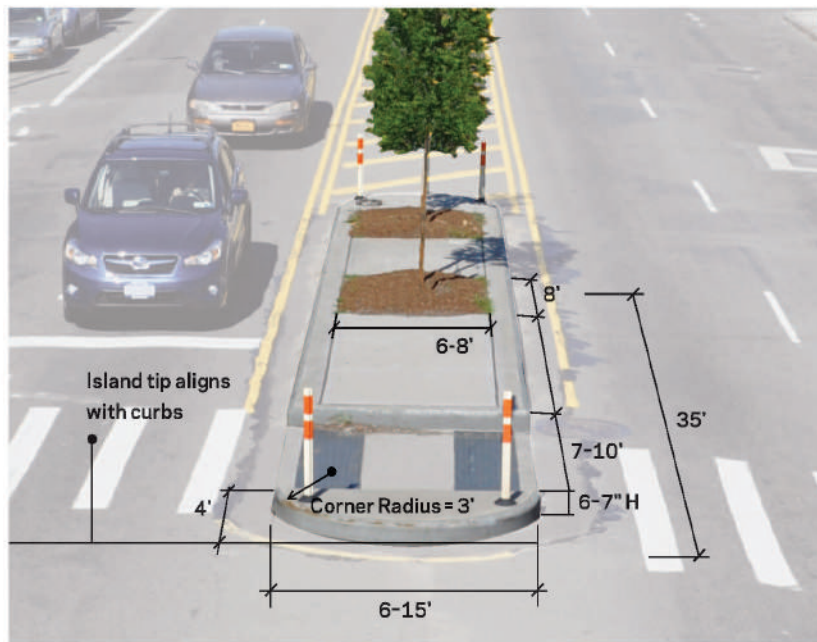




Pedestrian Safety Island

Usage: Wide

A raised area located at crosswalks that serves as pedestrian refuge separating traffic lanes or directions, particularly on wide roadways. Also known as a “median refuge island” and “Green Refuge Island.” Used at pedestrian crossings when a full RAISED MEDIAN is not feasible. A pedestrian safety island confers most of the same benefits as full RAISED MEDIANS at pedestrian crossings. Full RAISED MEDIANS should be used rather than pedestrian safety islands wherever possible.



ABOVE: Pedestrian safety island: Hillside Avenue, Queens

LEFT: Pedestrian safety island: Crotona Avenue, Bronx



URBAN STREET DESIGN GUIDELINES



DRAFT for Public Review
Spring, 2003

Adopted by Charlotte City Council
_____, 2003

SAN FRANCISCO PEDESTRIAN AND BICYCLE STREETS AND GUIDELINES FOR THE PEDESTRIAN



Boston Complete Streets

City of Boston
Mayor Thomas M. Menino
Boston Transportation Department
Commissioner Thomas J. Train

Street Design Manual

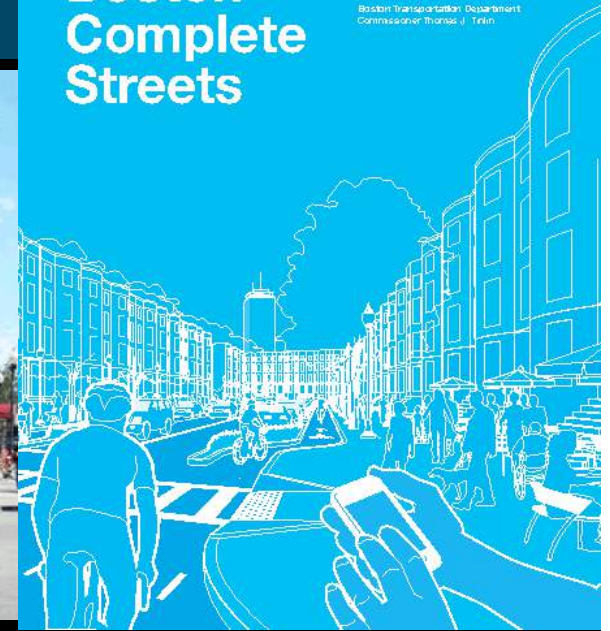


New York City
Department of Transportation

2013
Second Edition

Complete Streets Chicago

Department of Transportation



Urban



Street



Design



Guide



National Association of City Transportation Officials

Streets Are Public Spaces



Great Streets are Great for Business





The Economic Benefits of Sustainable Streets

New York City Department of Transportation

Willoughby Plaza – Combined Sales

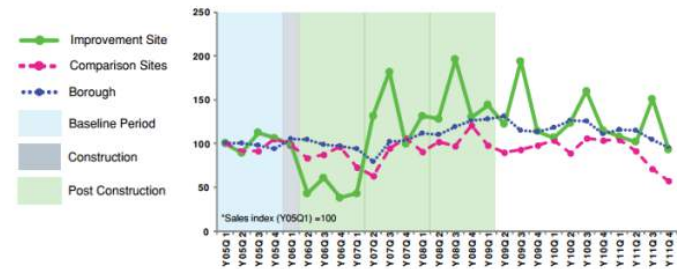
Area	Baseline Quarterly Sales	Δ Sales Post-Improvement		
		1st Year	2nd Year	3rd Year
Improvement Site	\$ 9,544,084	-55%	33%	47%
Borough				
Brooklyn	\$ 970,542,050	1%	1%	24%
Neighborhood Comparisons				
Average	\$ 1,623,496	-12%	-9%	8%
Fulton Mall	\$ 1,353,670	-18%	-12%	12%
Willoughby-Fulton	\$ 1,893,321	-7%	-6%	4%



Summary:

Through simple techniques such as closing the street to traffic, introducing tables, chairs and umbrellas and a few planters and granite blocks to define the space, a new place was created for Downtown Brooklyn. The area around Willoughby Plaza, while experiencing significant seasonal swings in retail sales, performed very well following its creation in 2006. The study area easily outperforms the two local comparison sites and the borough of Brooklyn. Even in the next three years following the study period it continues to outperform.

Combined Sales : Improvement Sites vs. Comparisons Sites - Willoughby Plaza



Streets Can be Changed



Design for Safety



Streets Are Ecosystems



Act Now!





Corners and other areas of a plaza subject to encroachment by errant or turning vehicles should be reinforced using heavy objects and bollards that alert drivers of the new curb line.

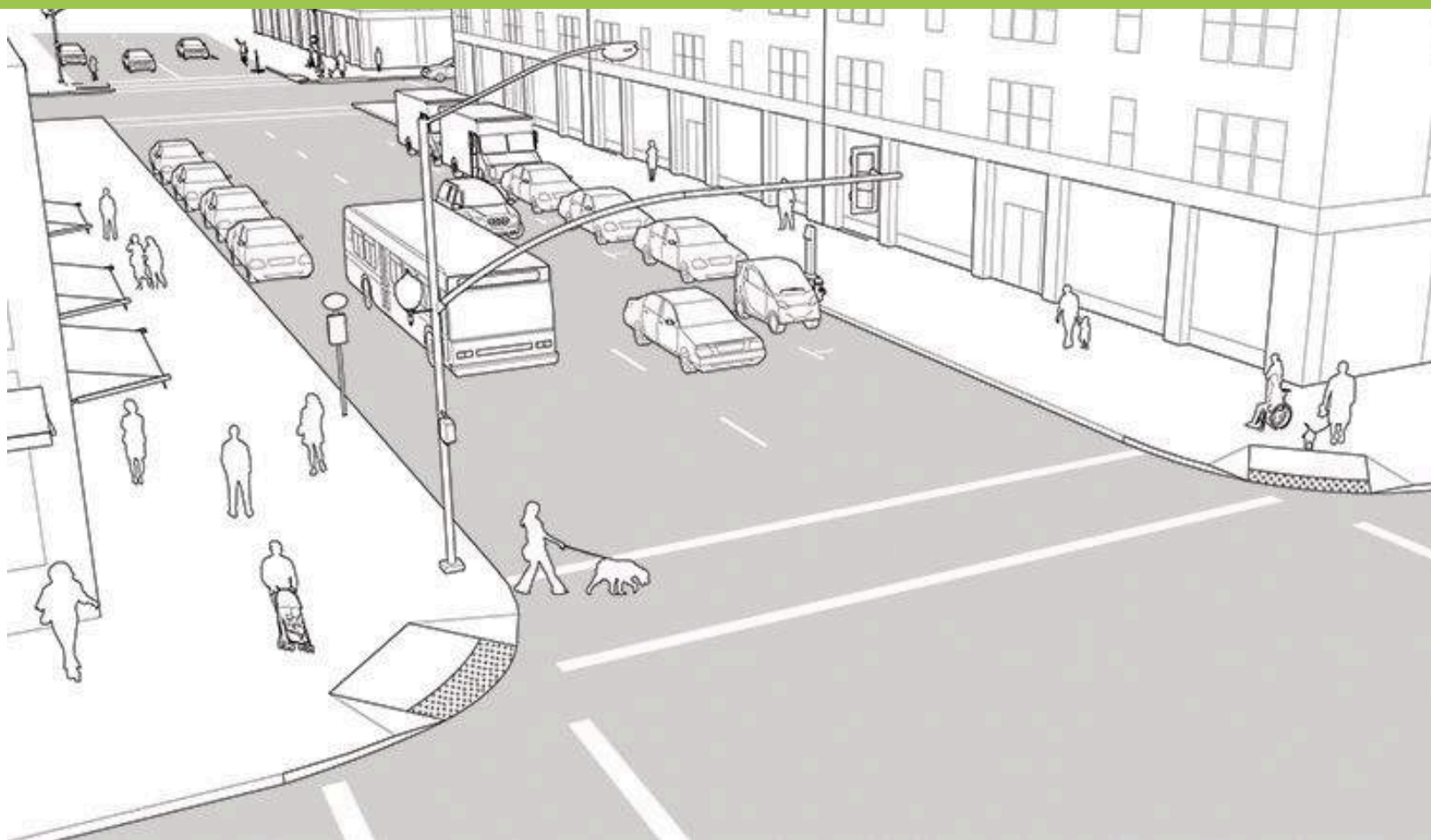
Adequate lighting should be provided at plazas at all times of day.

OPTIONAL

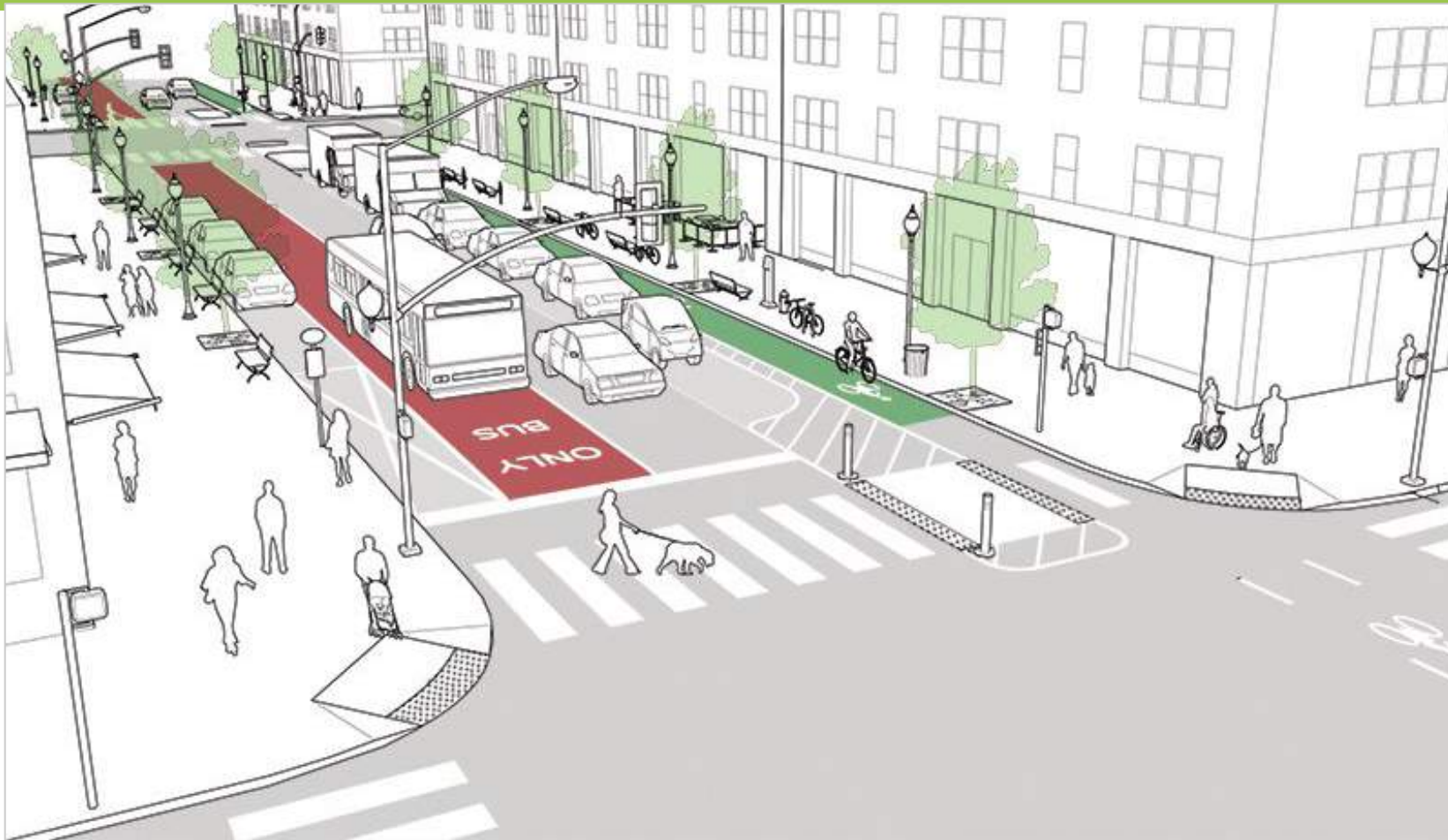
4 Heavy planters, granite blocks,



Existing



Interim



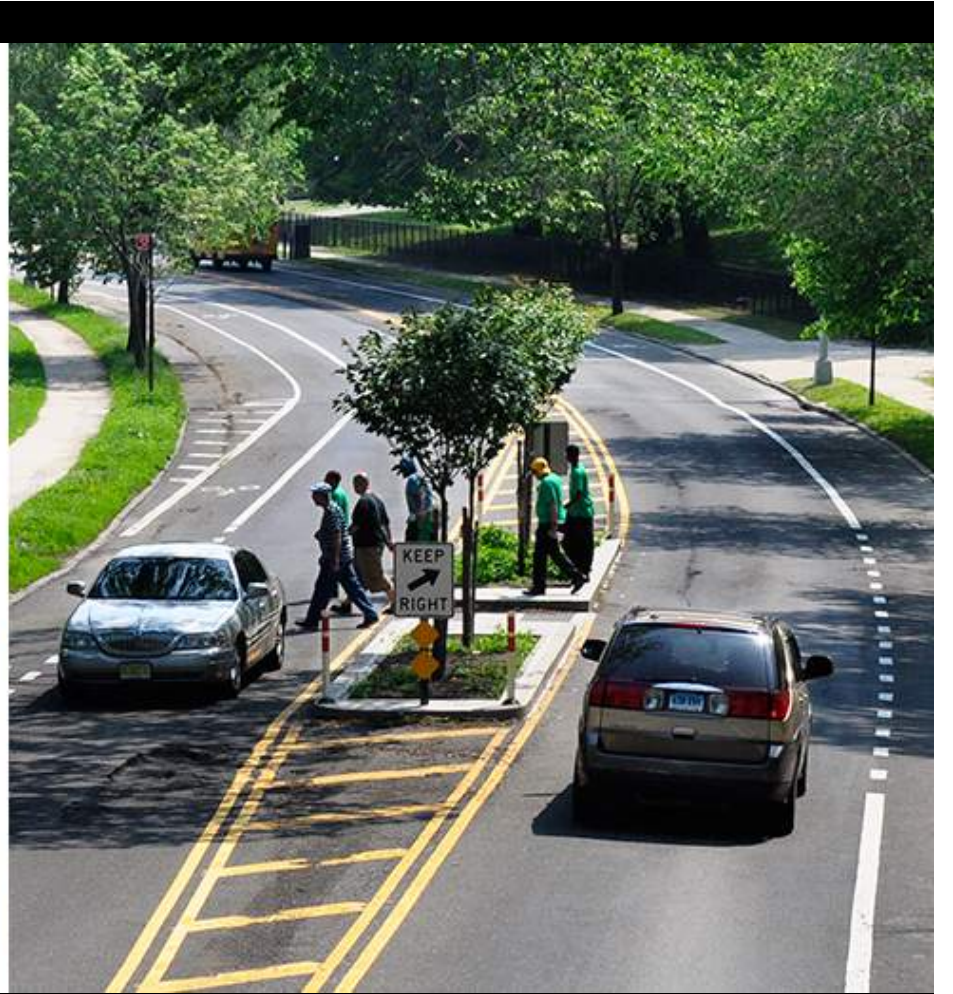
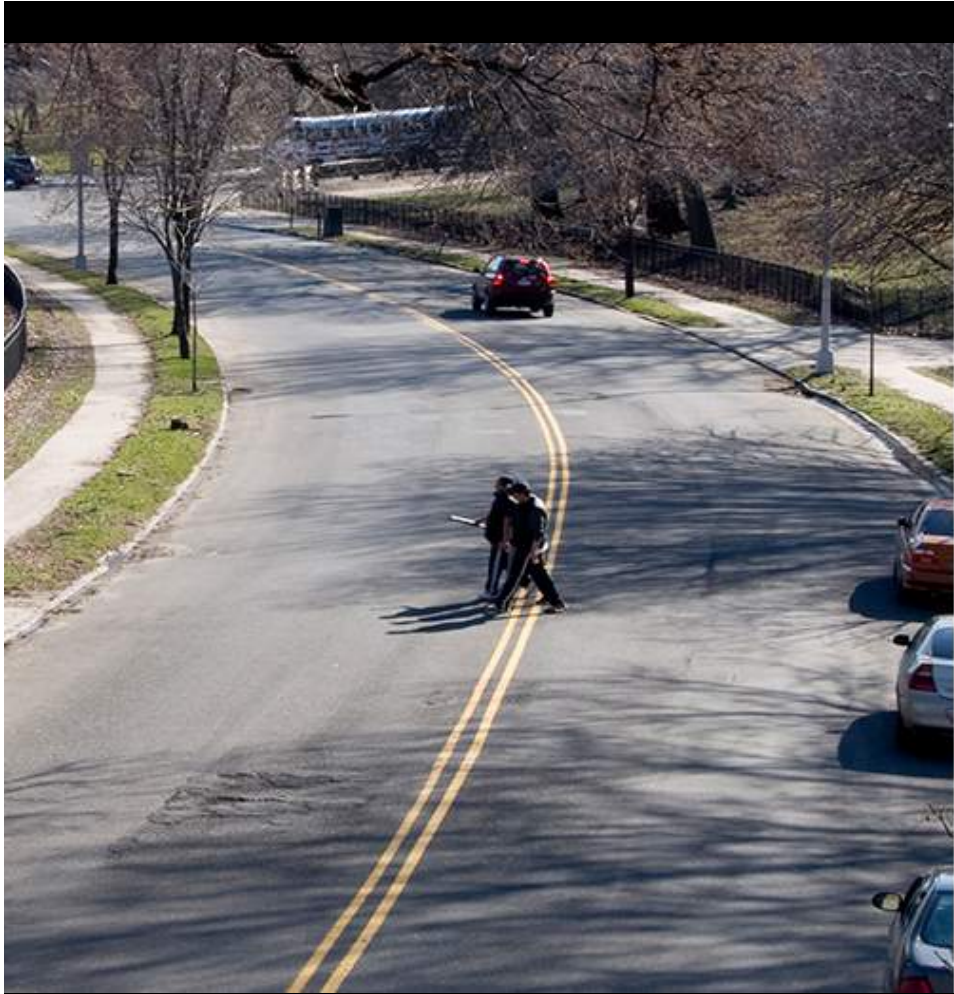
Reconstruction

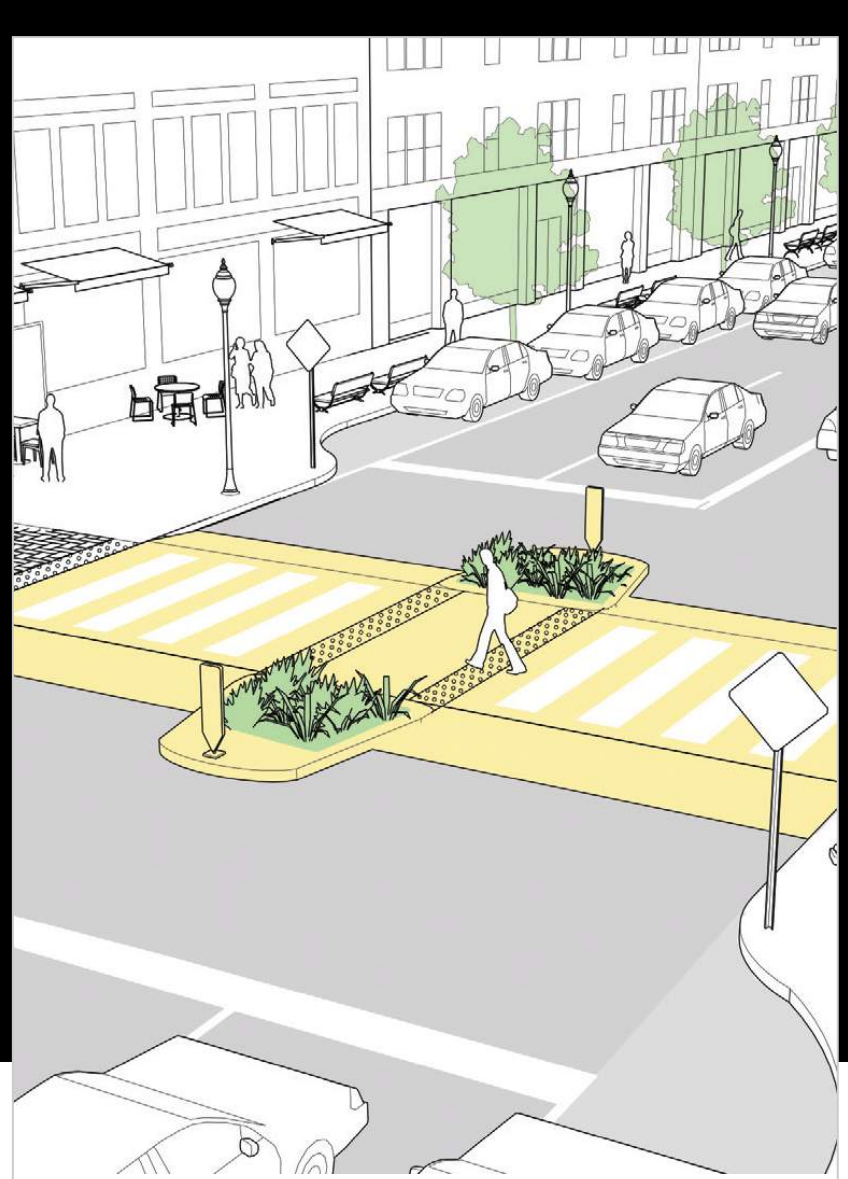
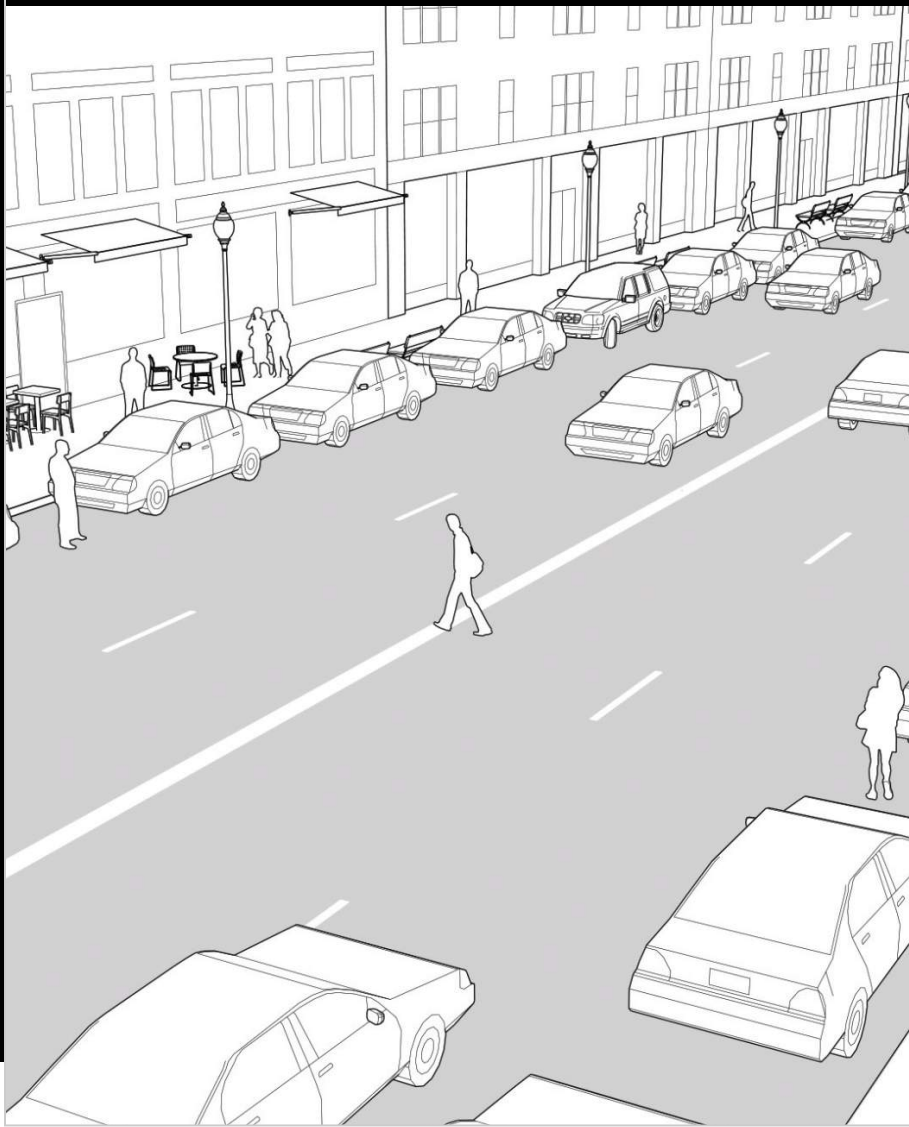






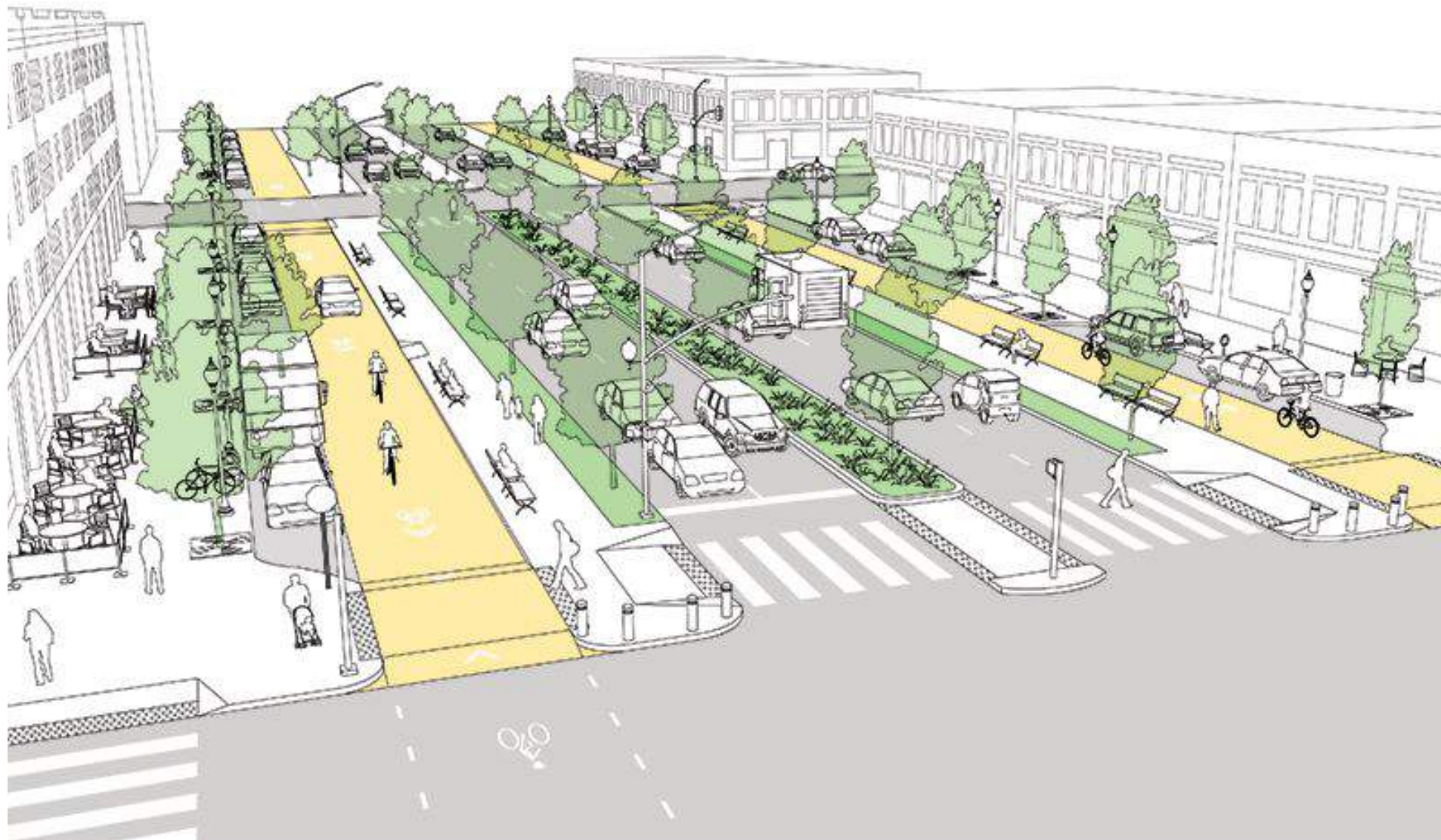








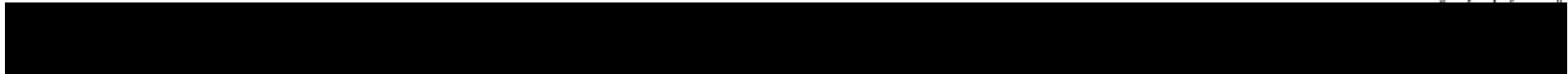
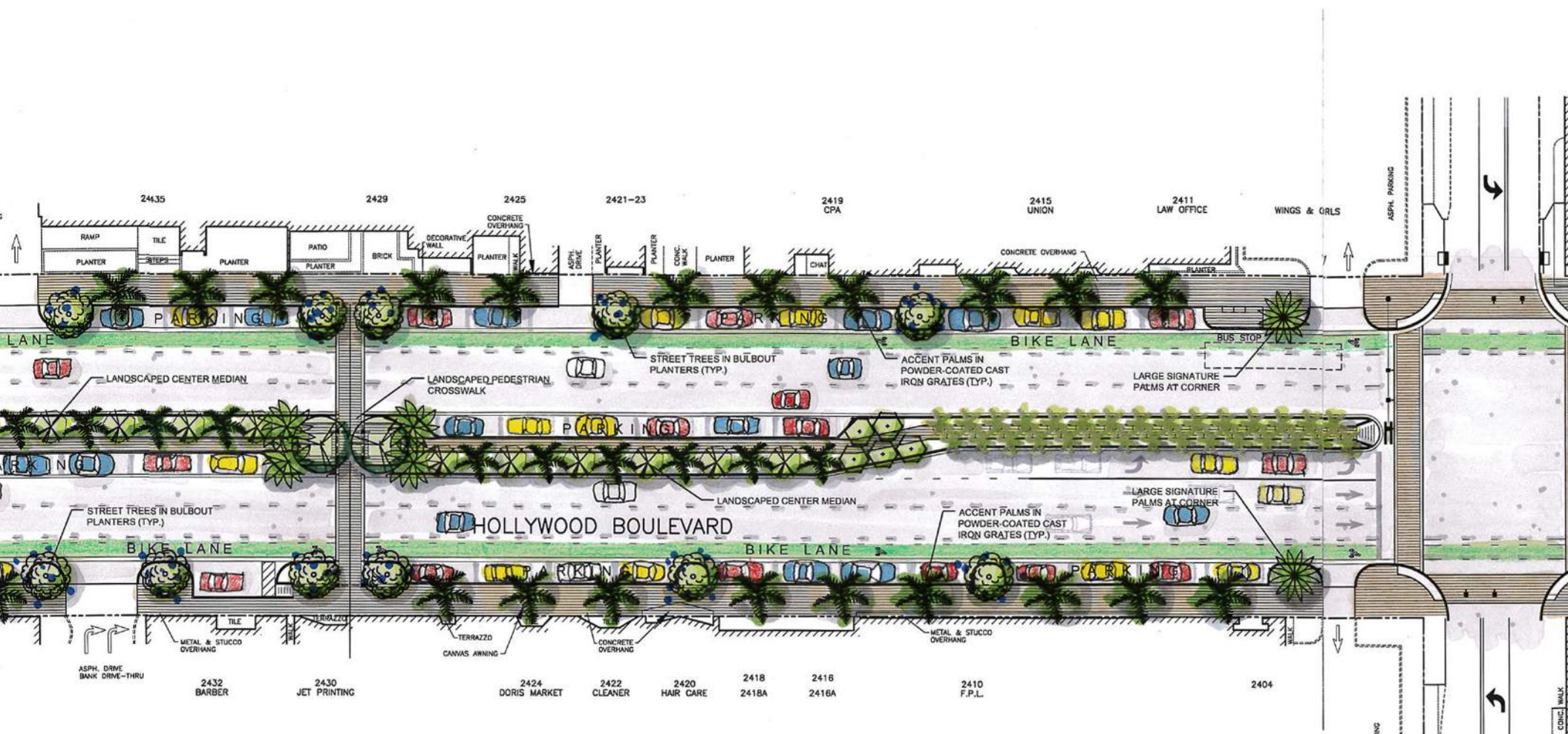










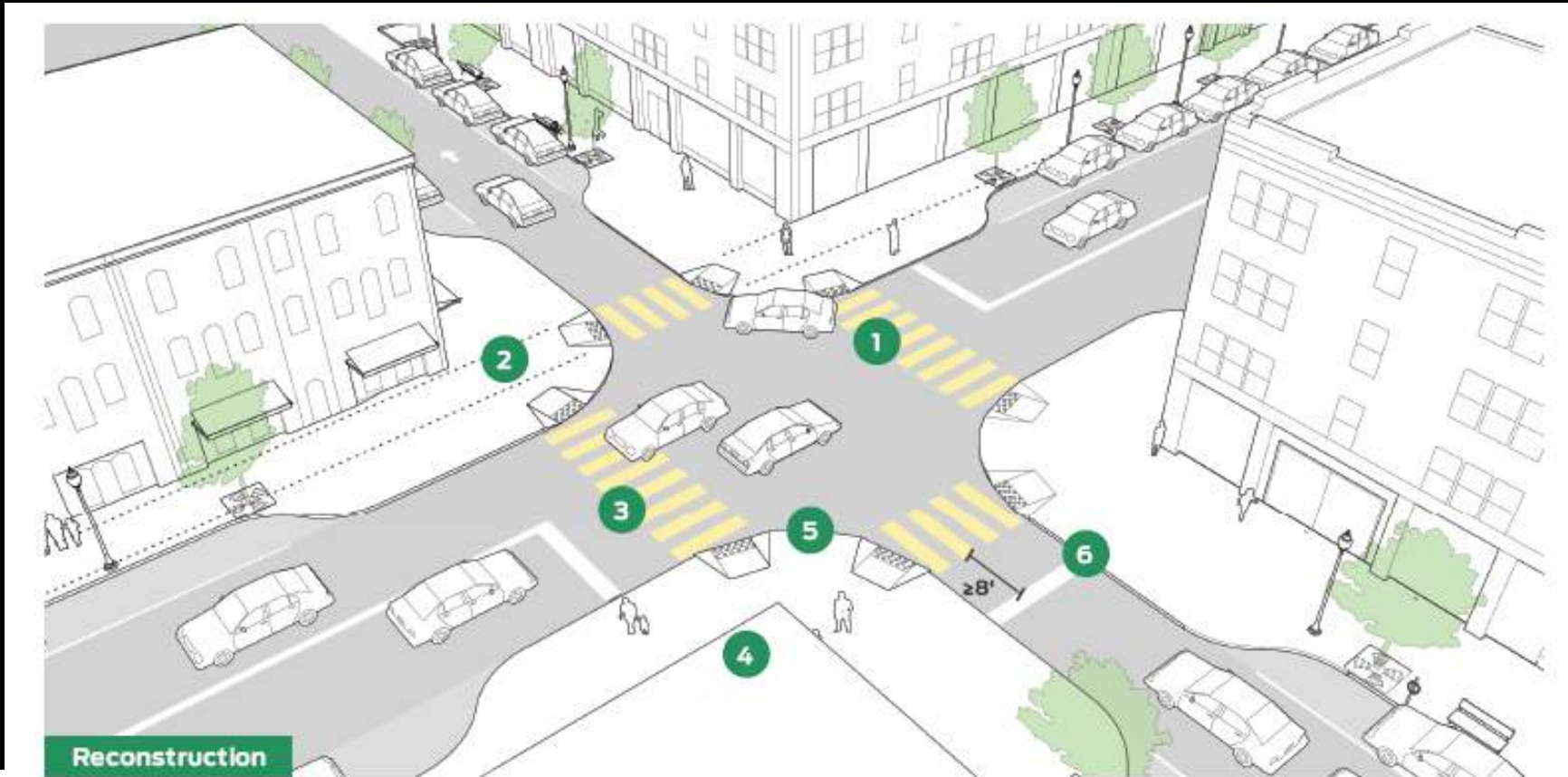


Levels of Guidance

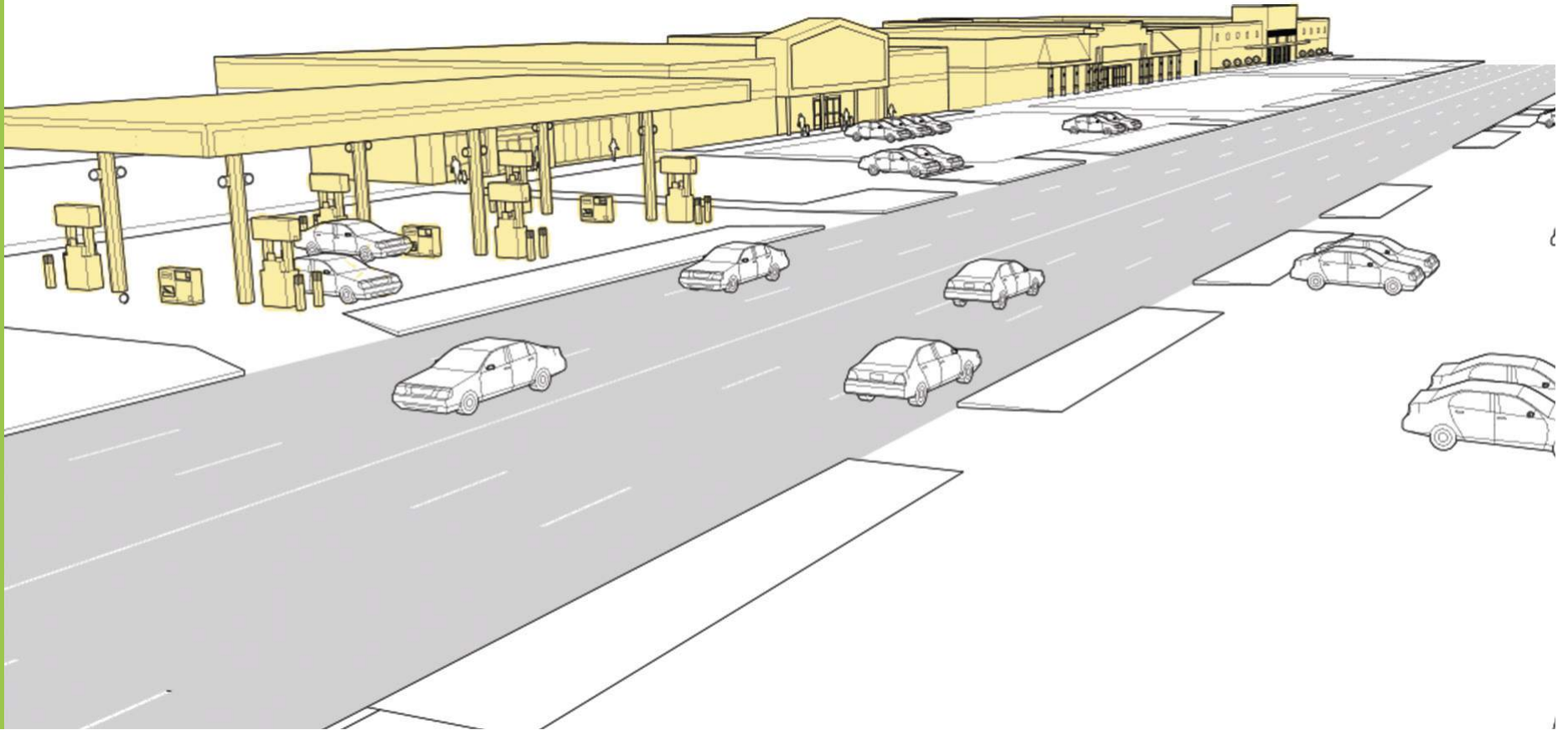
Critical

Recommended

Optional



Street Design in Context



Street Design in Context







BEFORE



MELÉNDREZ

AFTER



MELÉNDREZ





Istanbul, Turkey







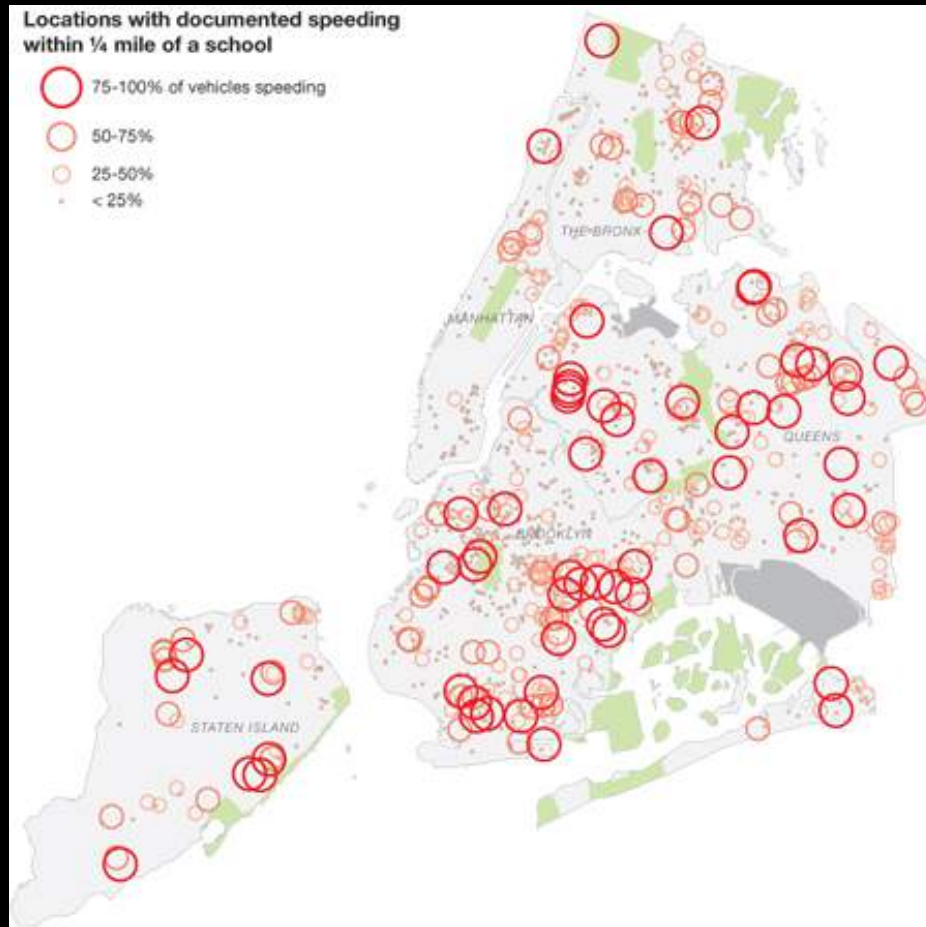






**Locations with documented speeding
within ¼ mile of a school**

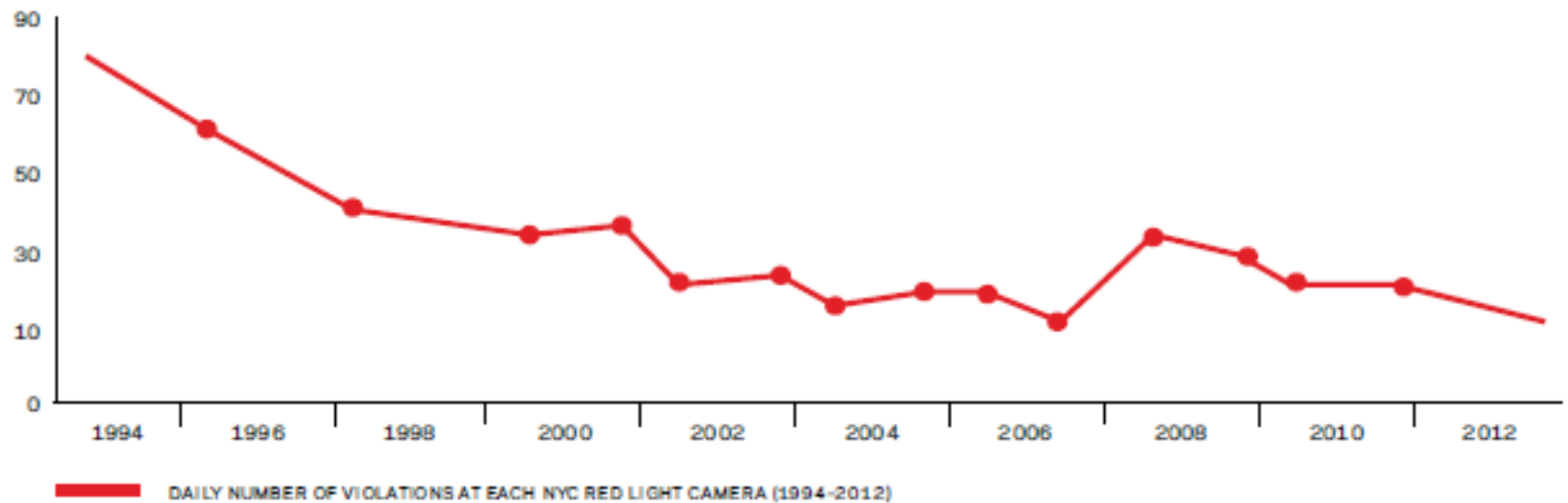
-  75-100% of vehicles speeding
-  50-75%
-  25-50%
-  < 25%





RED LIGHT CAMERAS

ENFORCEMENT CAMERAS WORK TO REDUCE RED LIGHT RUNNING

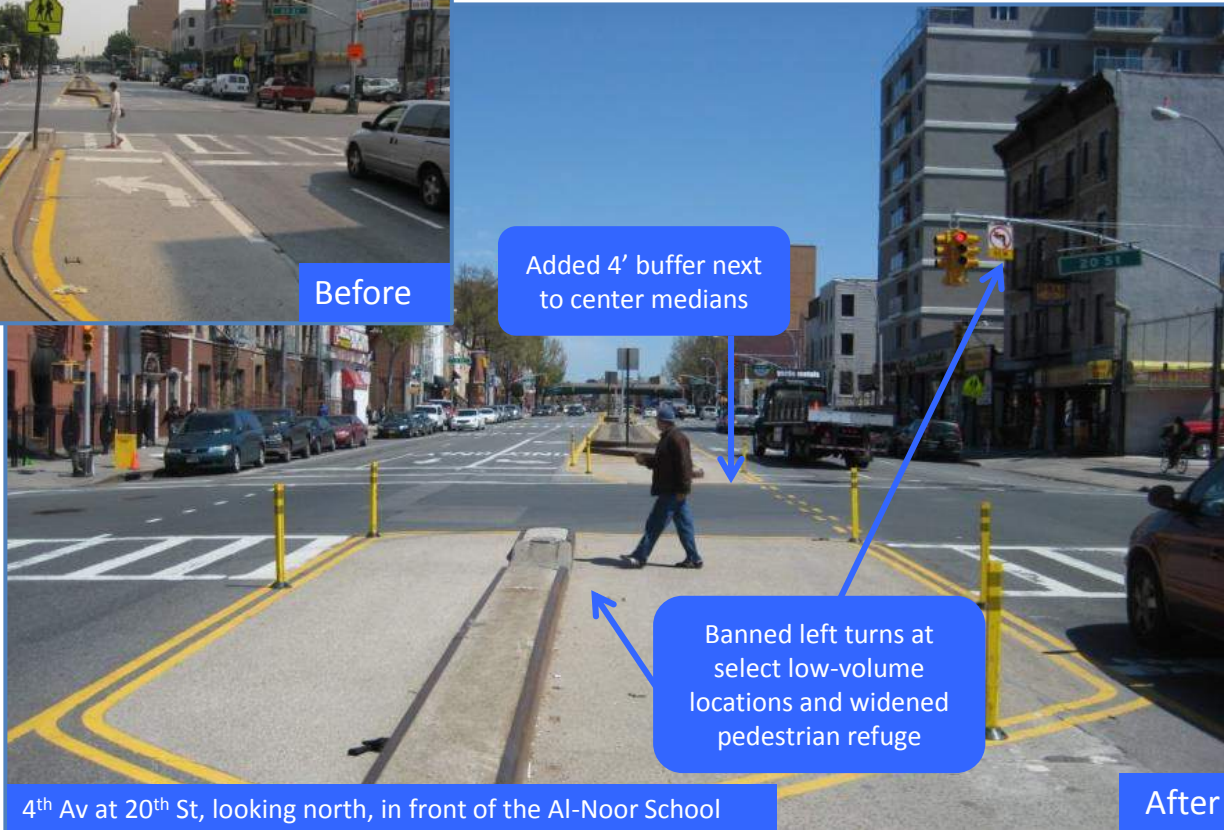


Before/After



Before

Added 4' buffer next to center medians



Banned left turns at select low-volume locations and widened pedestrian refuge

4th Av at 20th St, looking north, in front of the Al-Noor School

After







National Association of
City Transportation Officials

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Cities Initiative
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NACTO

DESIGNING CITIES 2015

AUSTIN ★ TEXAS

OCTOBER 28–31, 2015

*Save
the date!*

WWW.NACTO.ORG

