

street design

classic mobility & access



Aix-en-Provence

Public Works Officials Were Once Heroes

“complete streets”



Avinguda Diagonal

“complete streets”



Boulevard Rochechouart

creating walkable & bikable streets



Oakland, CA

“complete streets”



Eastern Parkway, New York

“complete streets”



Ocean Parkway, New York

STREET DESIGN

The Secret to Great Cities and Towns



VICTOR DOVER
JOHN MASSENGALE

foreword by HRH The Prince of Wales
afterword by James Howard Kunstler

WILEY

“complete streets”

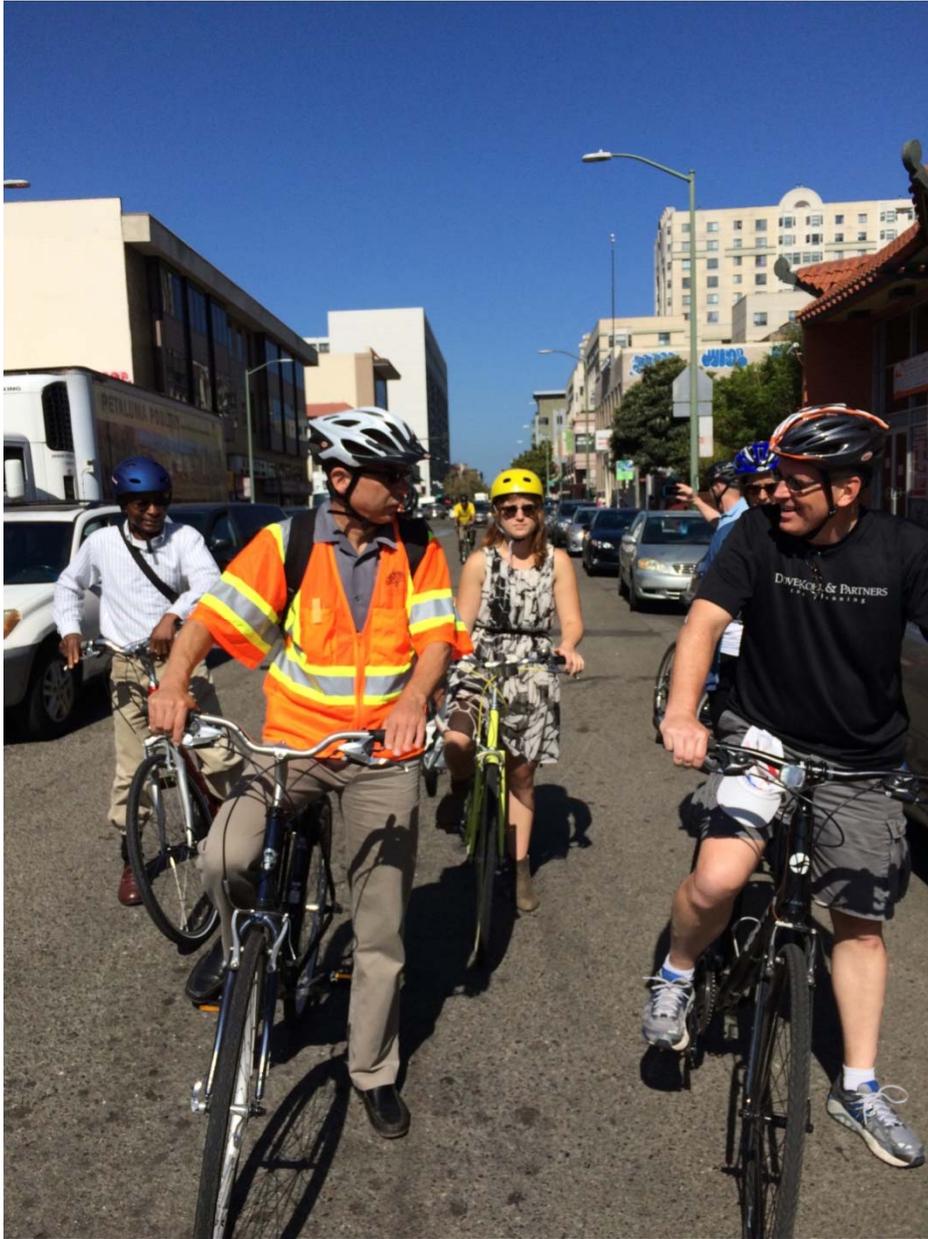


Lancaster Boulevard, California (BEFORE)

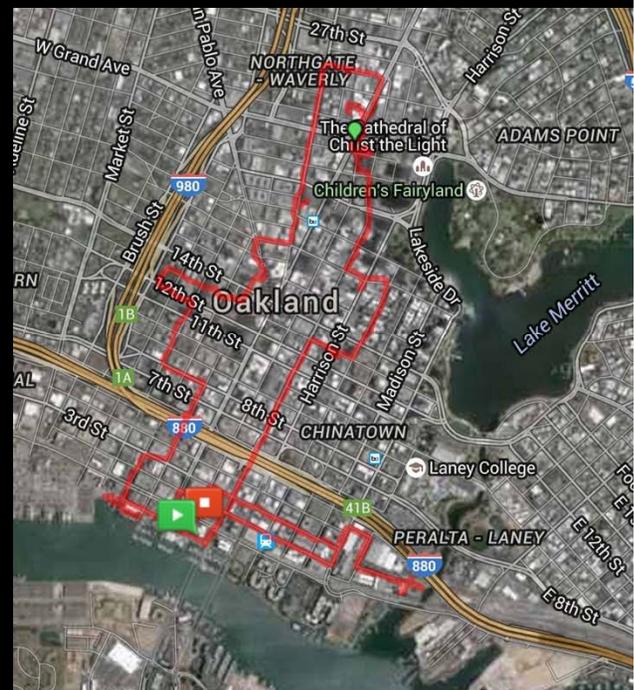
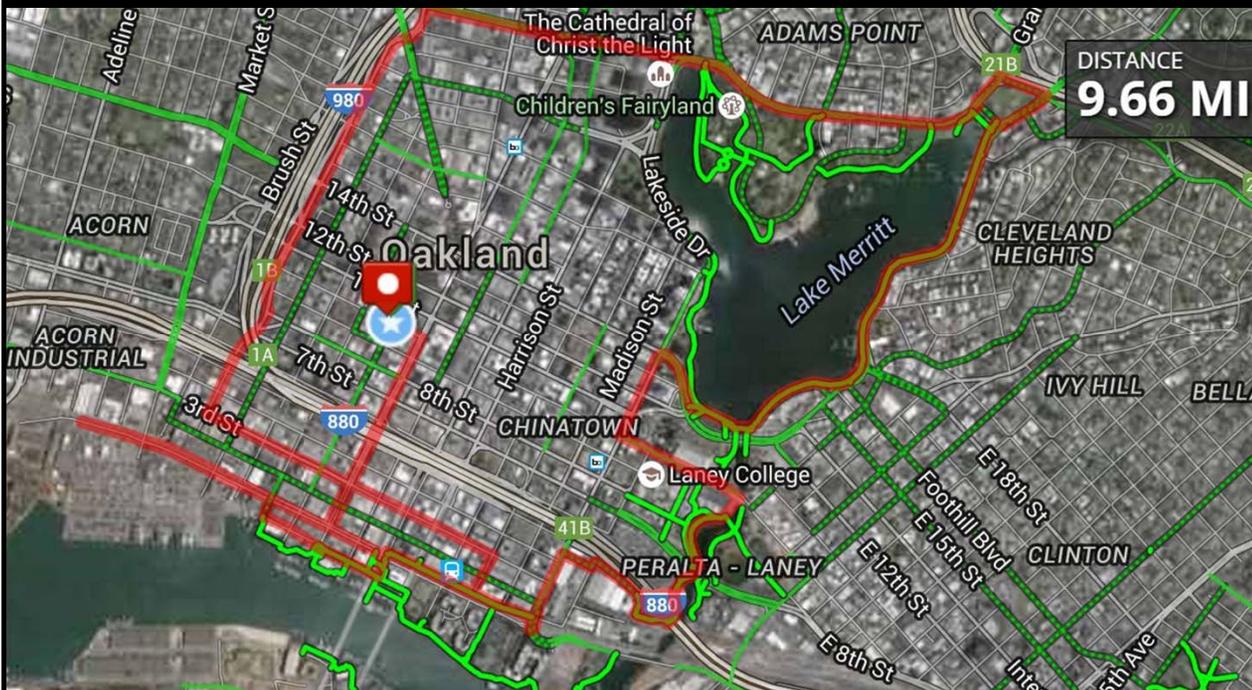
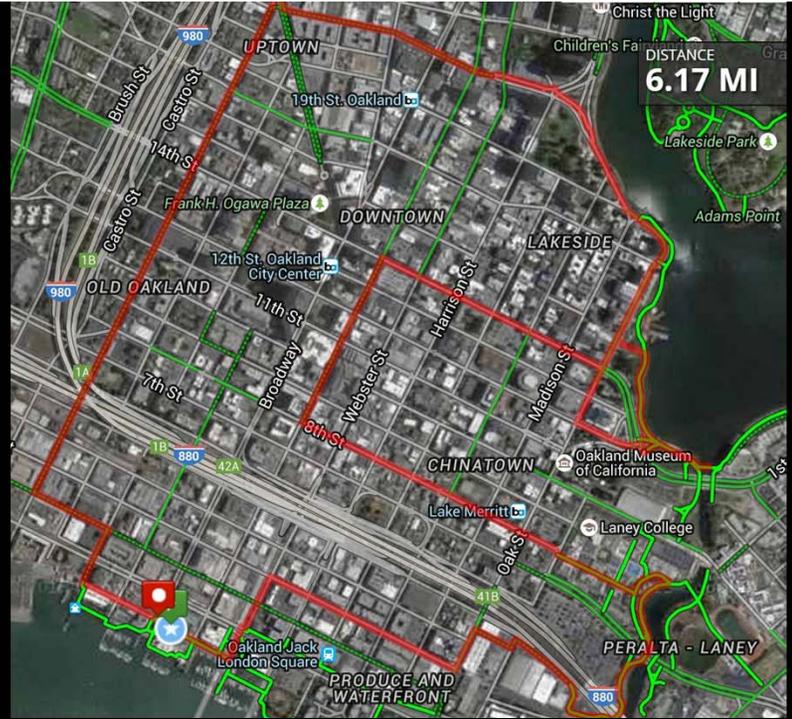
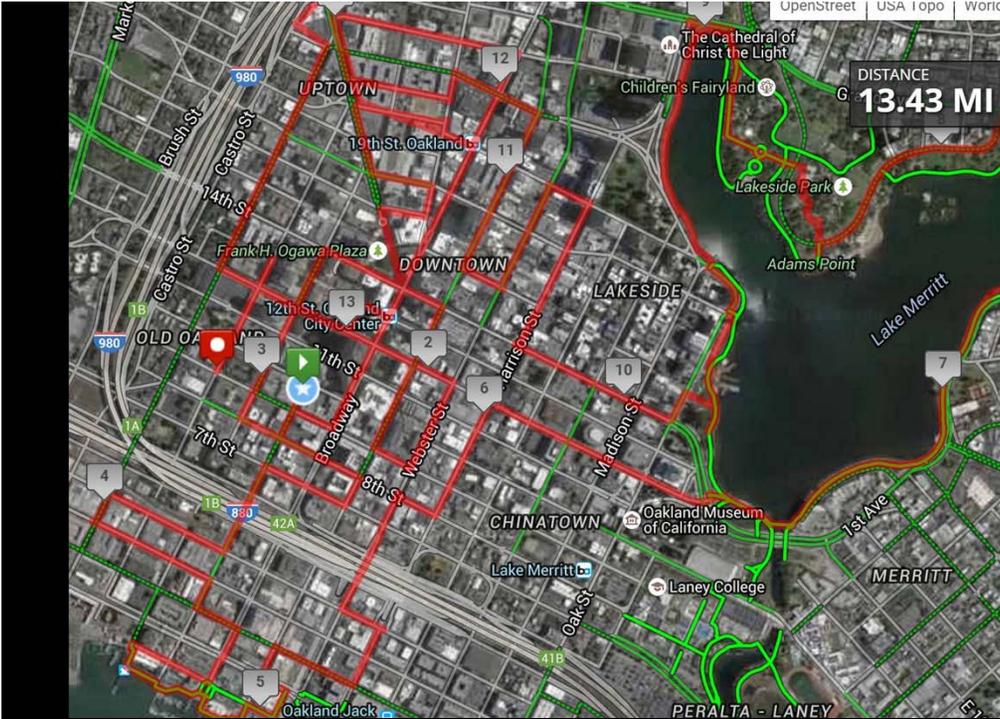
“complete streets”



Lancaster Boulevard, California (AFTER)







creating walkable & bikable streets



Oakland, CA

creating walkable & bikable streets



Oakland, CA

creating walkable & bikable streets



Oakland, CA

SHAPED

COMFORTABLE

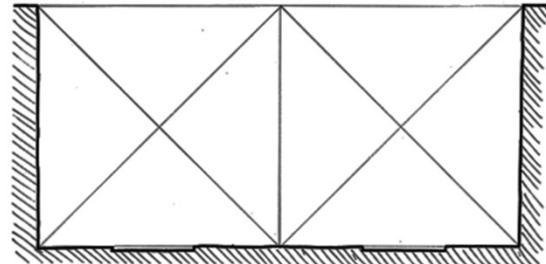
CONNECTED

SAFE

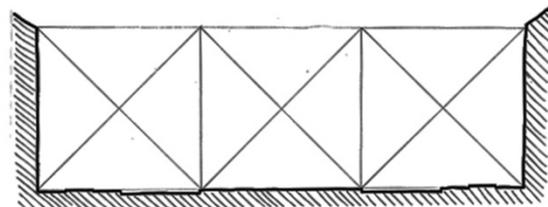
MEMORABLE



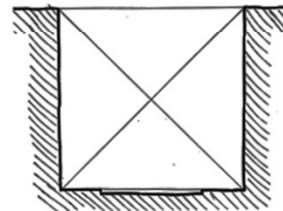
Great Barrington MA



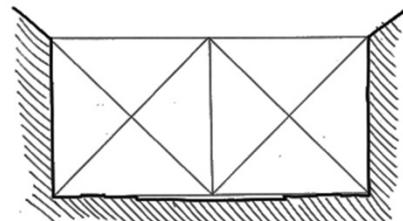
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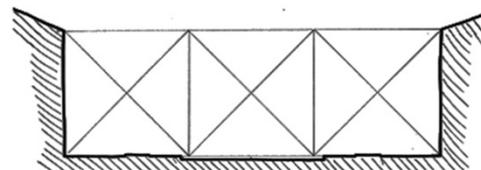
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1:1



1:2



1:3



Shaped Streets

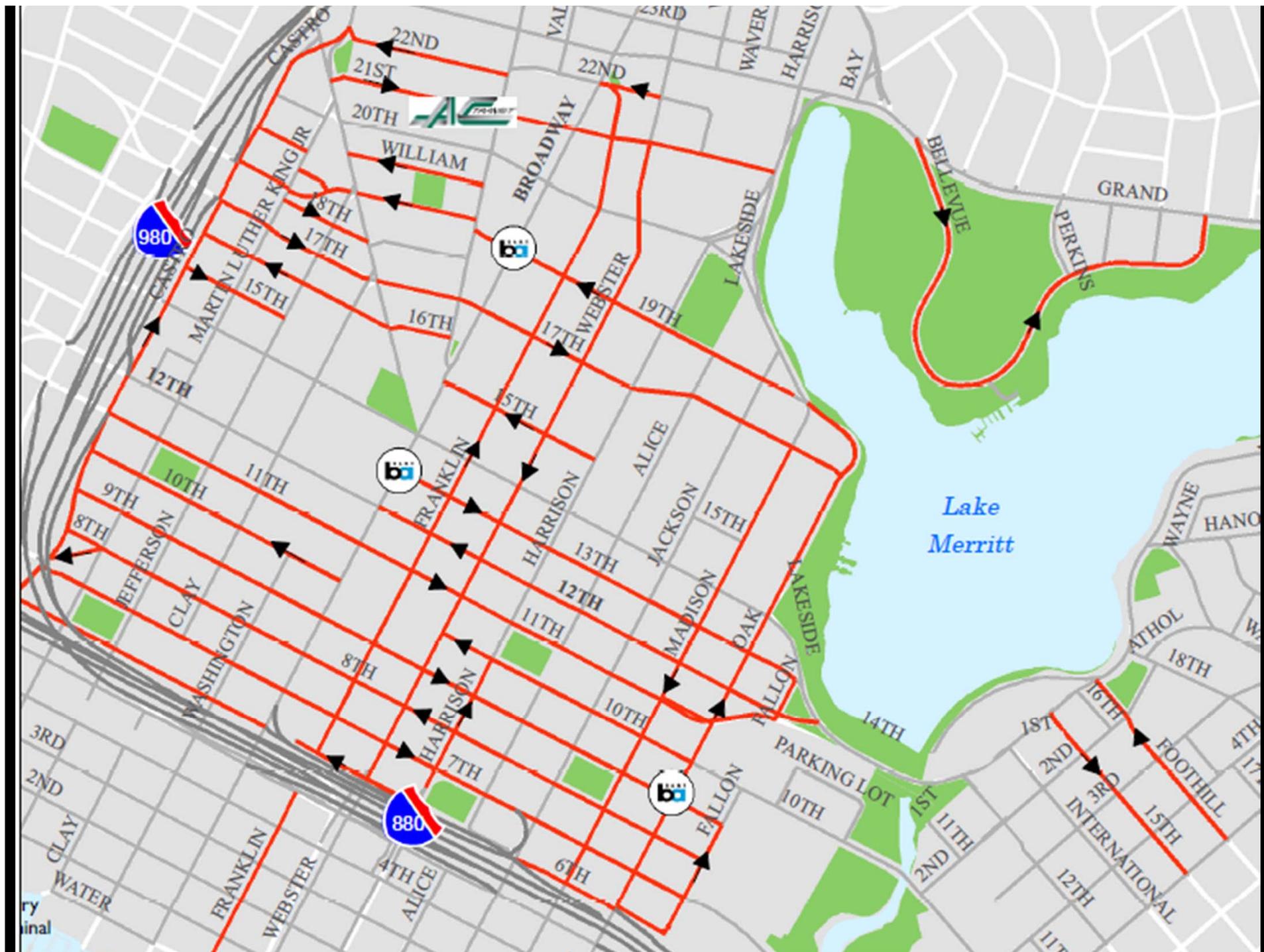
SHAPED

COMFORTABLE

CONNECTED

SAFE

MEMORABLE





**ENTER
ON
21st ST.
FROM
TELEGRAPH**





SHAPED

COMFORTABLE

CONNECTED

SAFE

MEMORABLE

A driver's visual focus diminishes as speed increases.



15 mph



20 mph

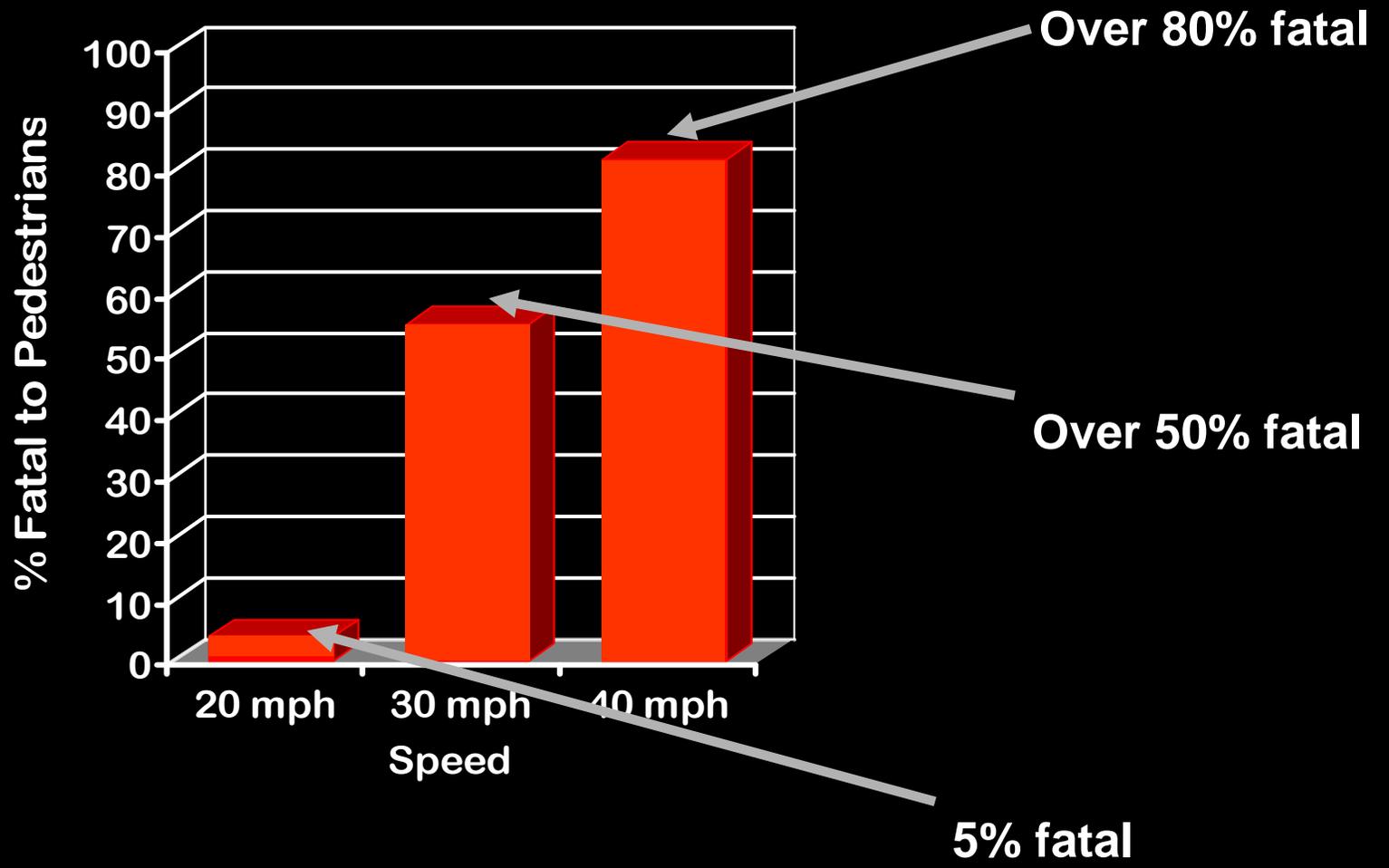


25 mph



30 mph

Vision Cone / NACTO



(Source: Hall Planning & Engineering)

SHAPED

COMFORTABLE

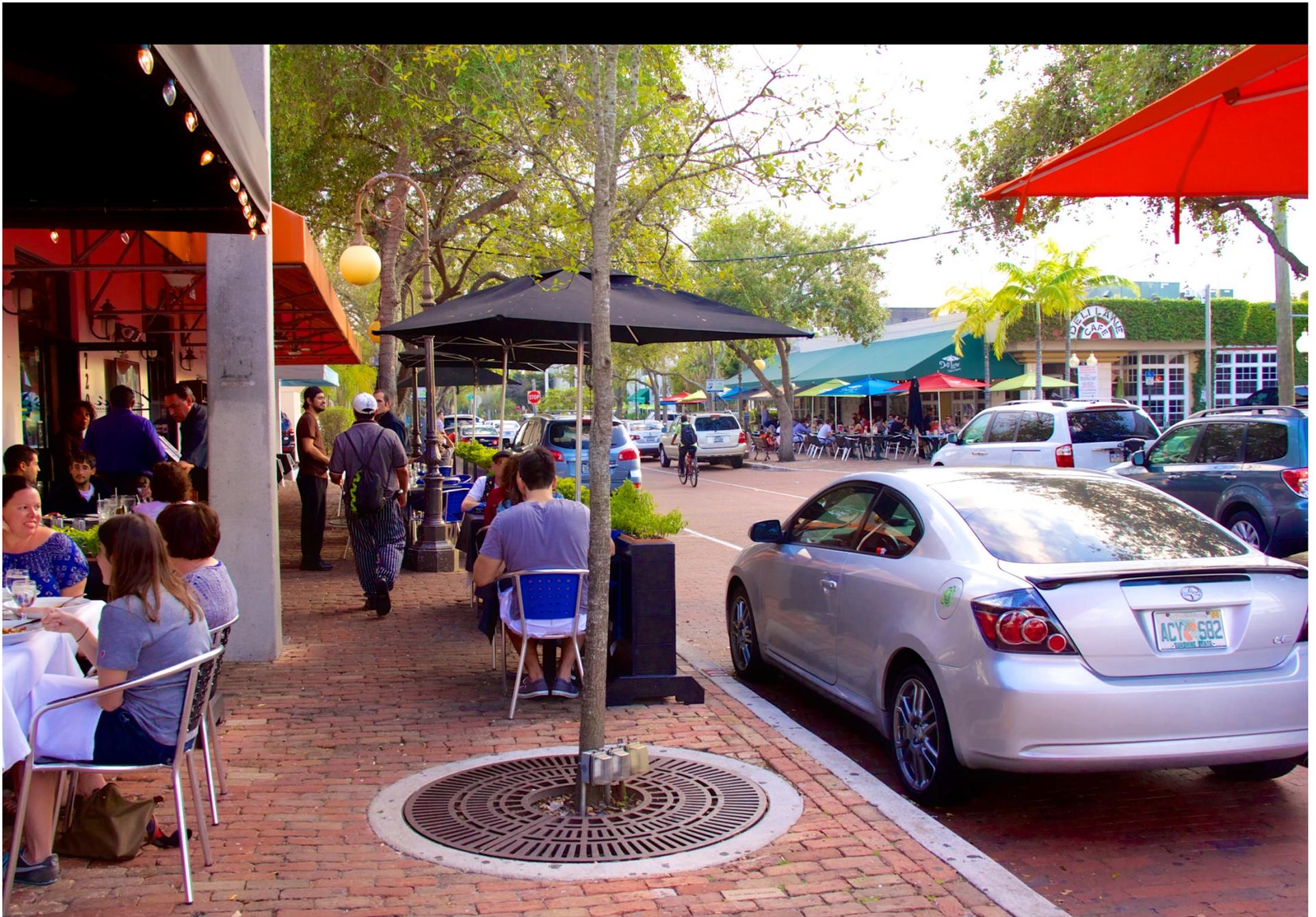
CONNECTED

SAFE

MEMORABLE



Dorn Avenue, South Miami FL



Dorn Avenue, South Miami FL

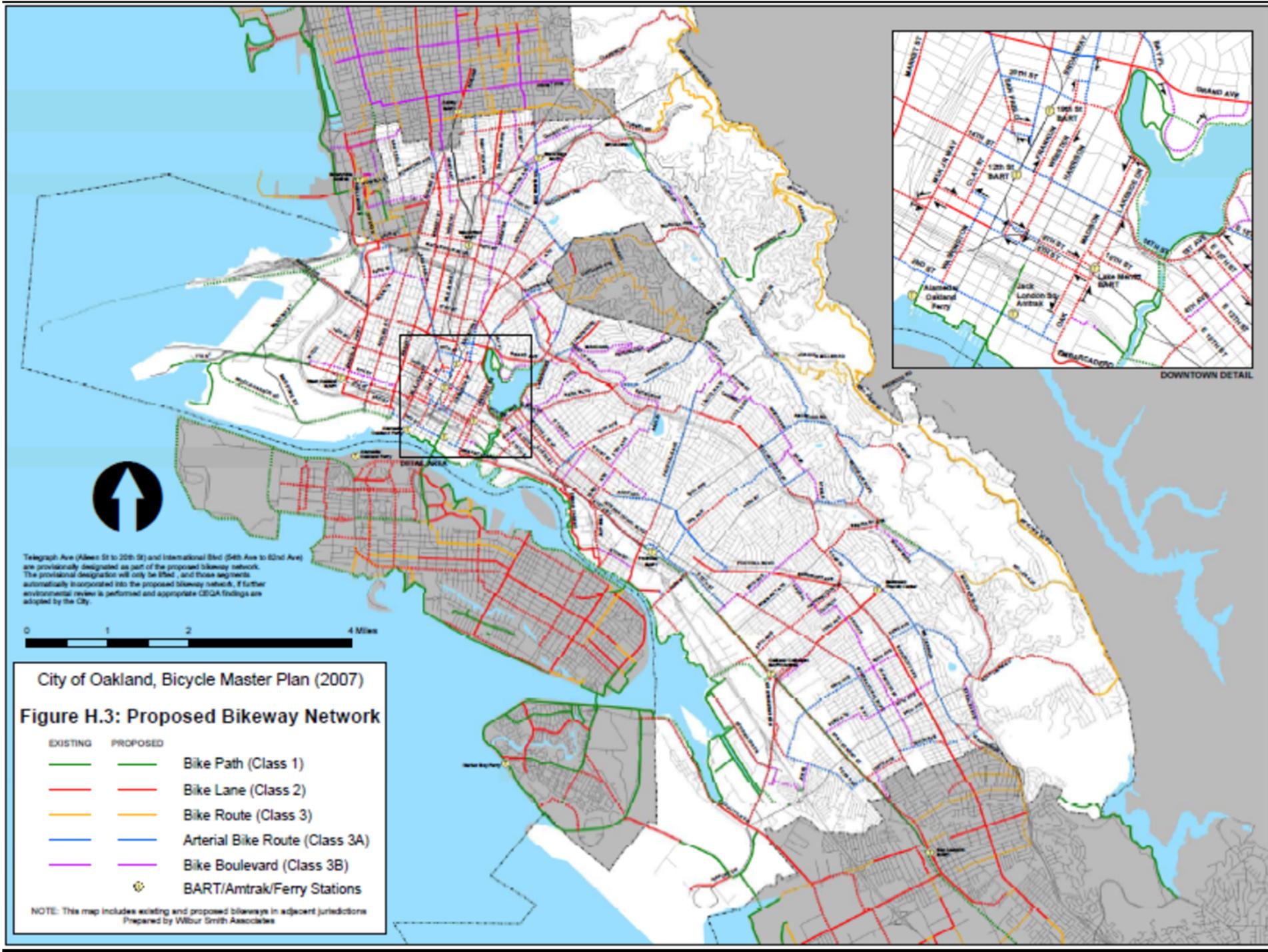


Complete Street?



North Broadway, Boulder CO

mobility





Road Diet for Harrison (between 20th & Grand)

Reduce southbound Harrison travel lanes from 4 to 2 and restripe to include new southbound bike lane from Grand Avenue to 20th Street and parallel parking.

2 pkg + 6 car travel + 2 bike

Phasing and
Harrison Street
crosswalks.

und
et to
ugh
ing.

21st

Harrison Street

Grand Avenue

Restore historical
features. Repair
with Glen Echo

Improve pedestrian
entry at Harrison and
Grand intersection.

Improve
Eastside

New curb on Harrison to increase
open space next to lake by 20'
include curb cuts and swale.

Collect street runoff in raingarden.

Improve and widen existing trail
adjacent to Lake Merrit to 10'
multi-use trail.

Reduce travel lanes on north-
bound Harrison and provide

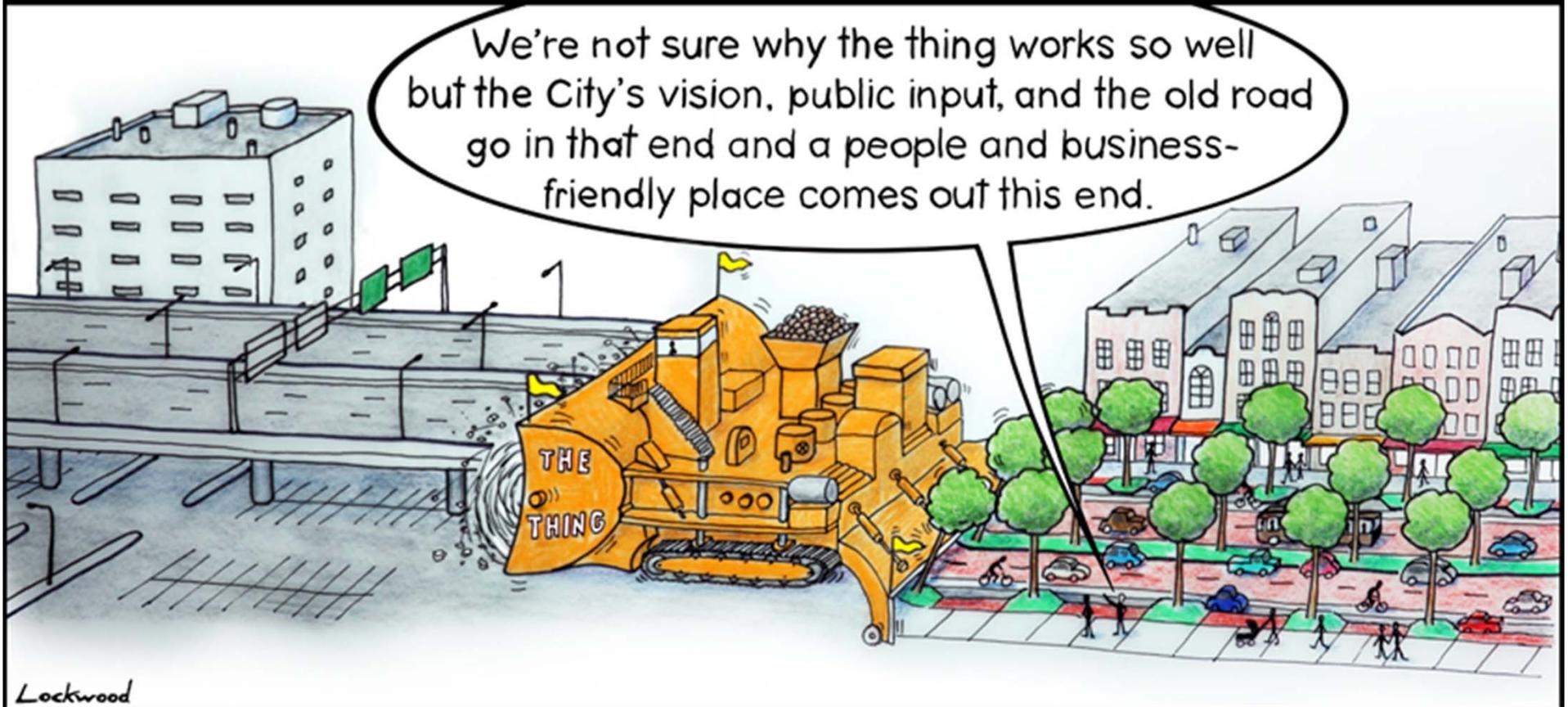
Road Diet for Harrison (between 20th & Grand)



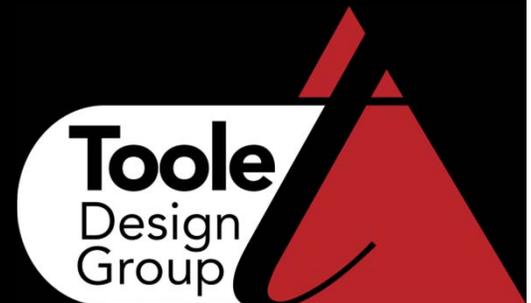
Road Diet for Harrison (between 20th & Grand)

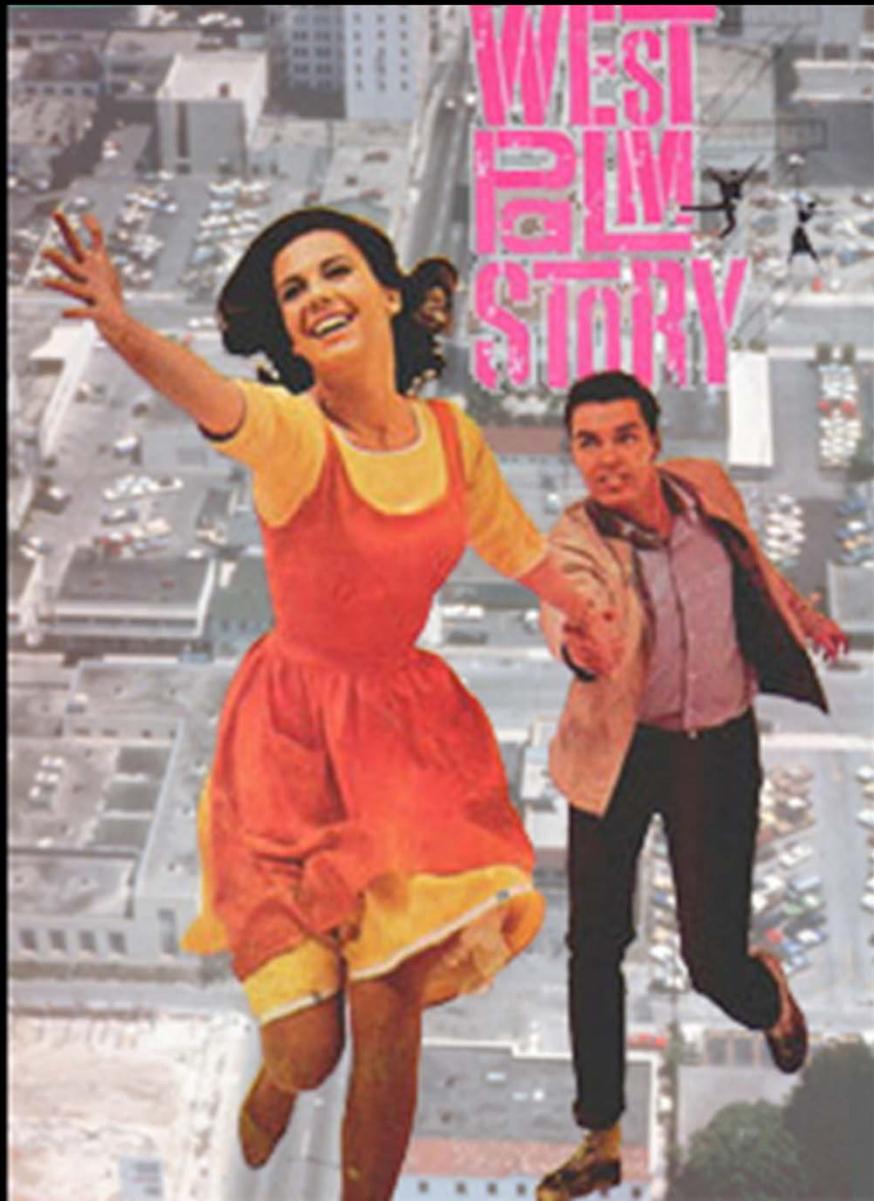


Road Diet for Harrison (between 20th & Grand)



Ian Lockwood, PE
Cindy Zerger, AICP, ASLA













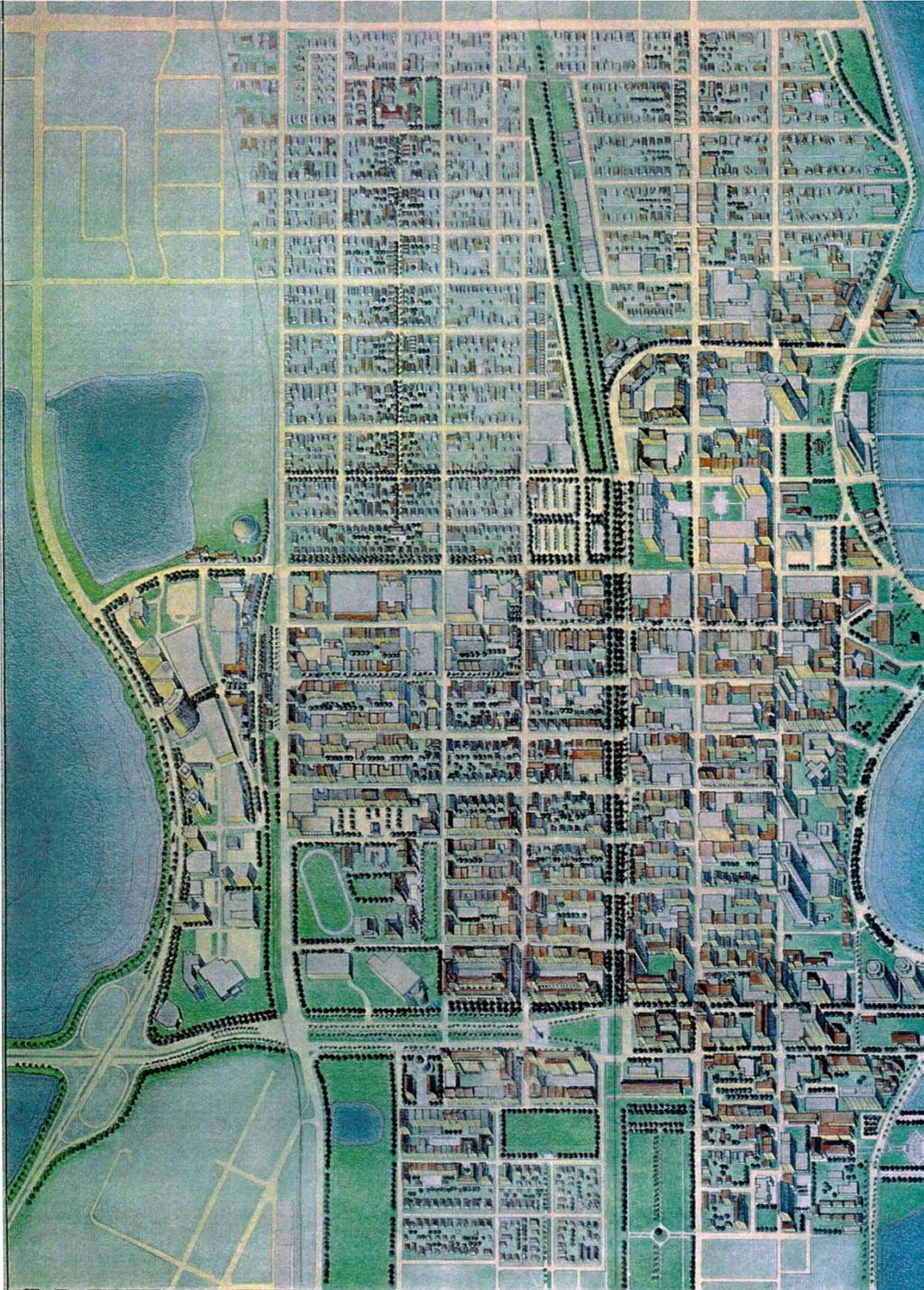
































WEST PALM BEACH
GREEN MARKET
LATE EVENING

WEST PALM BEACH
GREEN MARKET
LATE EVENING

No Right Turn
No Parking

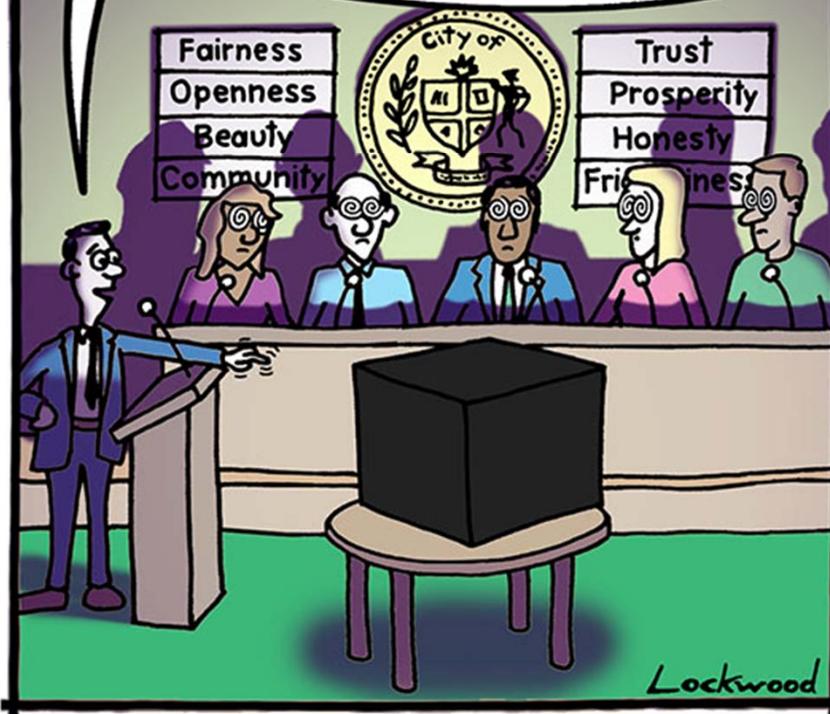








Agreed, it would help businesses, civic identity, safety, pedestrians, cyclists, transit users ... but, objectively, THAT proves two more lanes are needed to provide an acceptable level-of-service for motorists during the weekday p.m. peak hour. We empathize but there is no choice.



The Mythical Role of Traffic Demand Forecast Models









Lessons:



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Lessons:

1. Street design shapes land use.
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3. L.O.S. is not important for planning.
4. Traffic demand forecast models can get it wrong.
5. You get what you buy.



Litmus Test:

Does the “change” reward
the short trip or transit, bike,
or walk trip?

Change:

*change in policy, street design,
land use, operations, transit
initiative, etc.*

Hello? Mixed land use and density reduce my average weekend trip length by about 85%

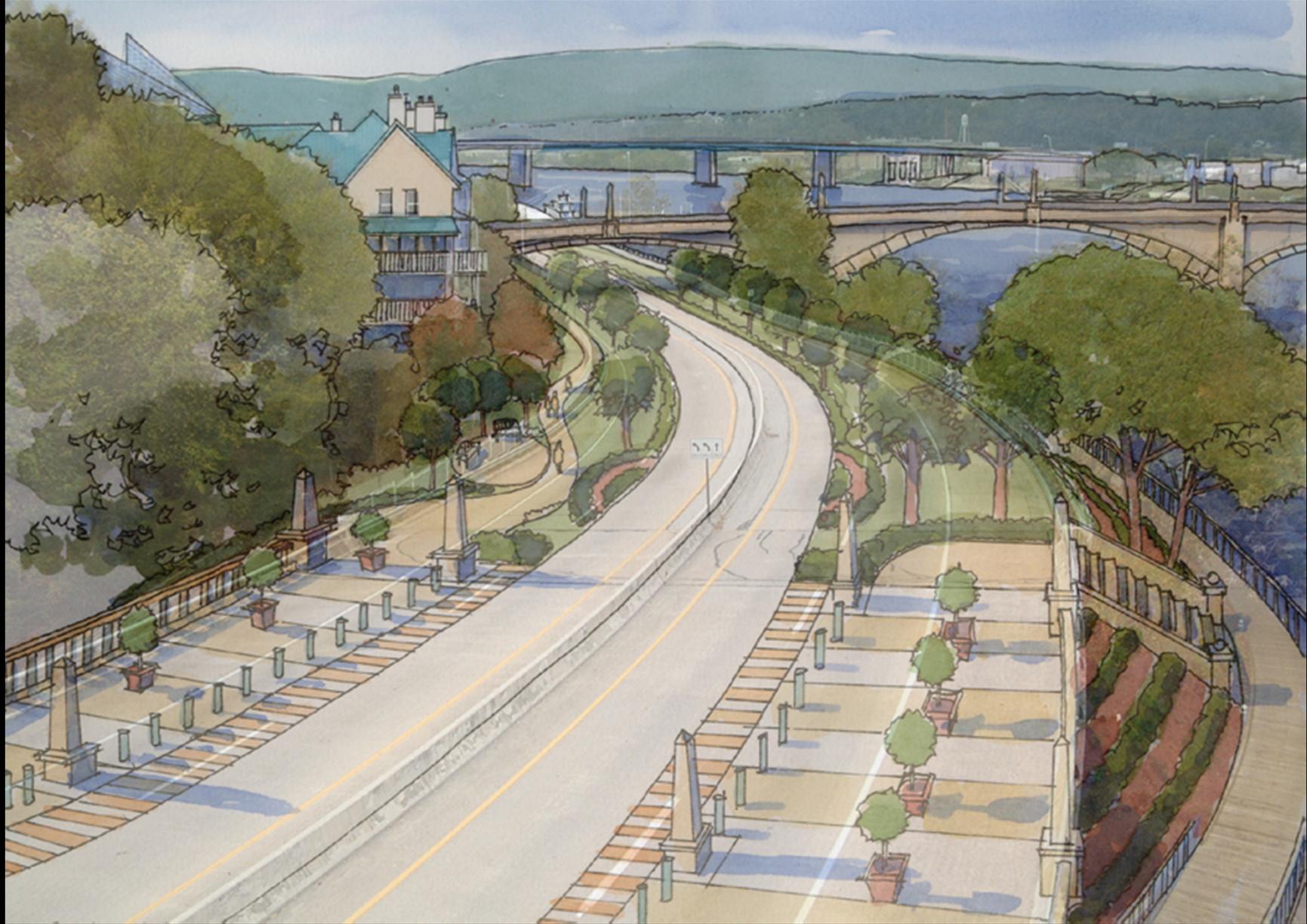
Lockwood

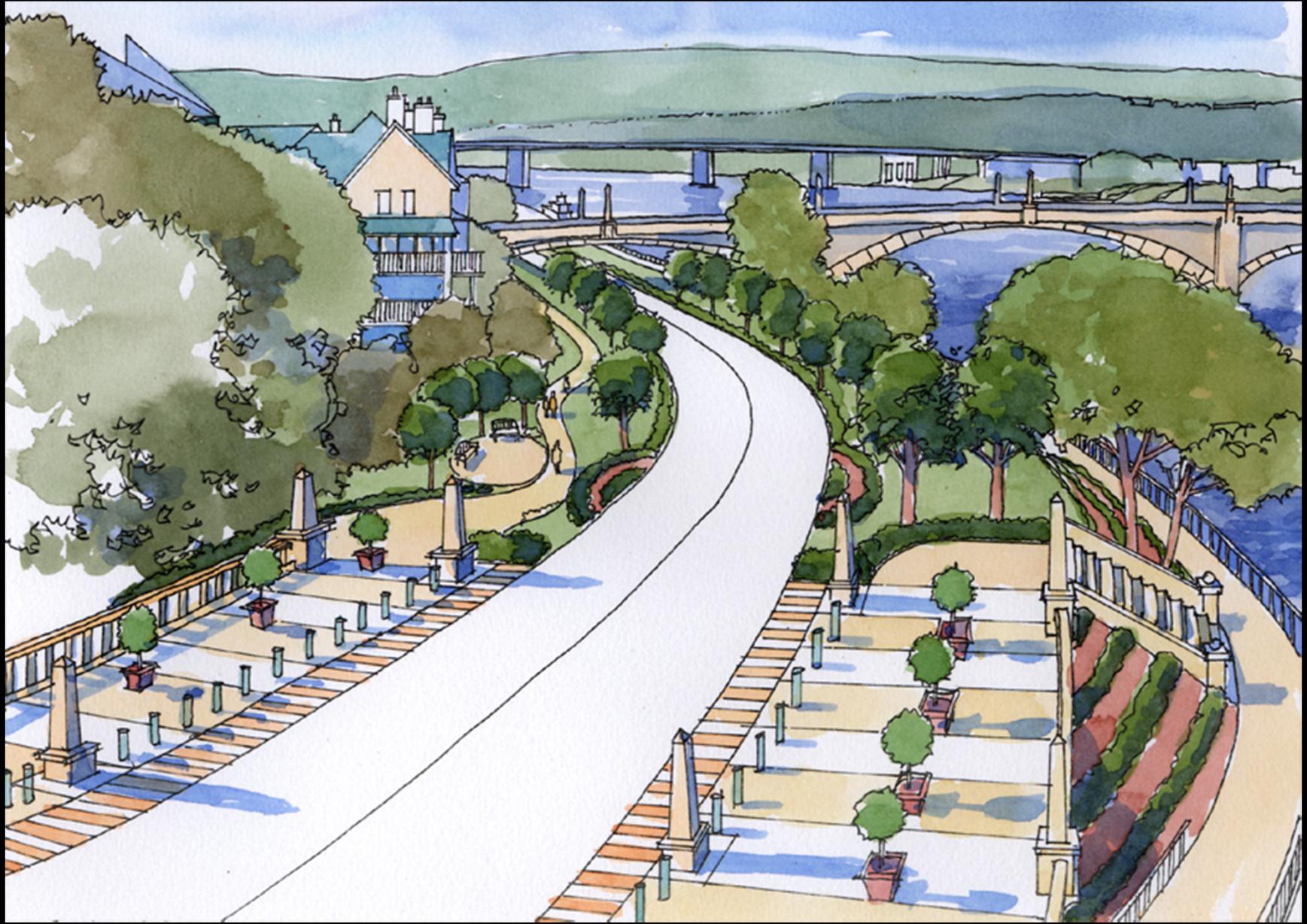
Trip Type

%

work	18.0
work-related	2.6
shopping	20.2
doctor/dentist	1.5
family/personal	24.2
church/school	8.8
social/recreational	24.5
other	0.2







With 2020 hindsight, you decide the truth:

Option A: *“The City’s lifeblood is the highway. The mobility it provides is vital for economic health and the convenience of the motoring public. If anything, the highway should be expanded to fight congestion. Removing it is simply anti-progress.”*

Option B: *“Walkability and access to the waterfront, parks, trails, and other places in the downtown is key to the economic and social health of the City. The highway has contributed to the woes of the City and needs to be replaced with something that contributes to an urban context.”*

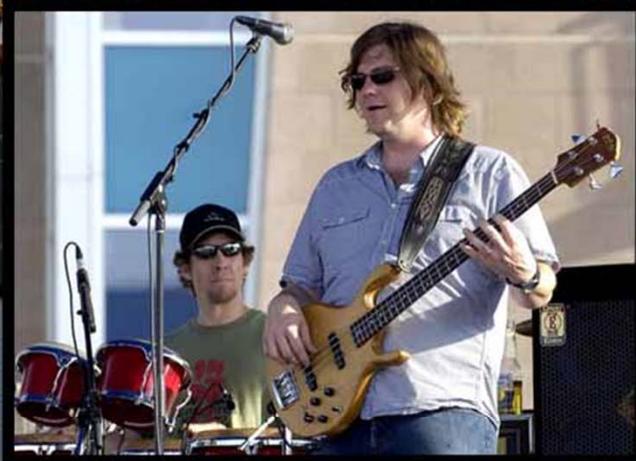




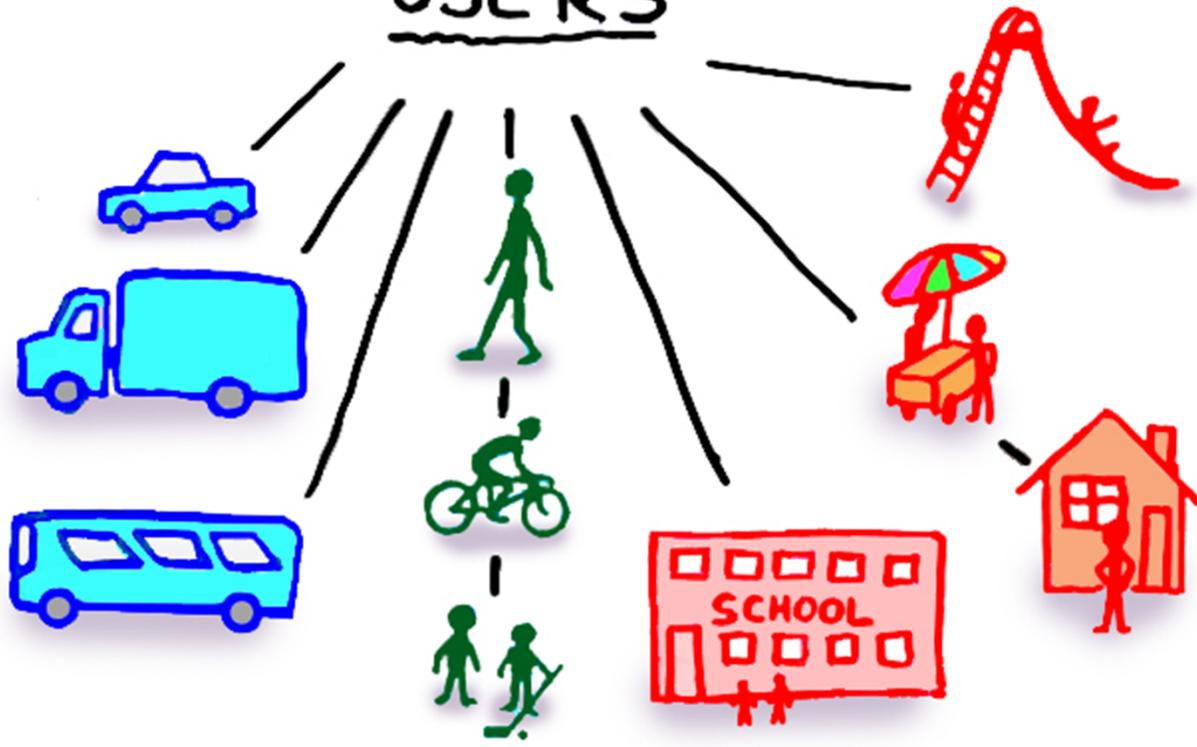








STREET USERS



MOBILE

STATIC

VULNERABLE