

The Charter for the New Urbanism,
The Project for Transportation Reform
and the
Urban Thoroughfares Manual

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What the Charter Says

- ❖ Encourage Infill Development
- ❖ Establish a Framework of Transportation Choices
- ❖ Compact, pedestrian friendly neighborhoods
- ❖ Walking distance to daily activities
- ❖ Transit corridors to organize and revitalize urban centers

Two Views of Transportation

- ❖ Functional Classification
- ❖ Separation of *To* and *Thru*
- ❖ Mobility trumps Context
- ❖ Design for Safety at High Speeds

SINGLE USE

- ❖ New Urbanism
- ❖ Placemaking, Promenades
- ❖ Streets as Public Spaces
- ❖ Design to encourage walkable development

COMPLEXITY

Transportation Reform Needed to Implement the Charter

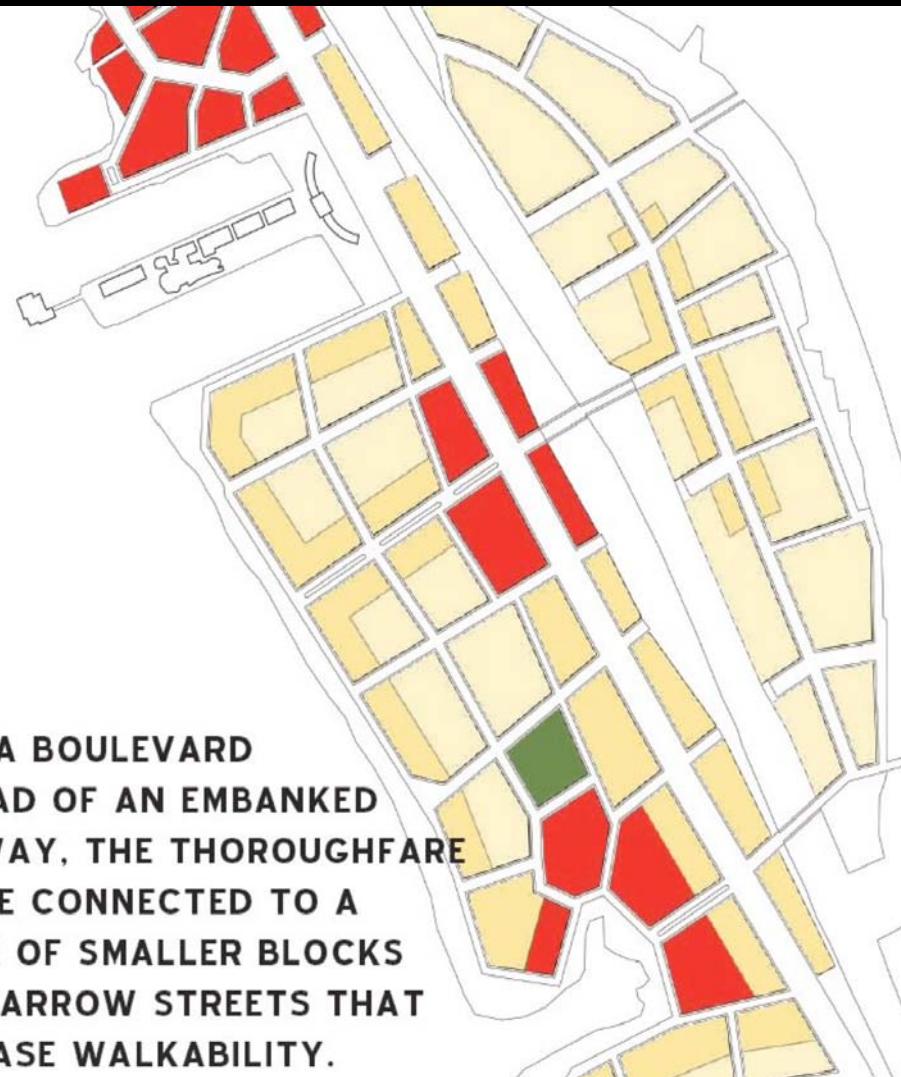
Traffic Sewers → Shared Spaces

Freeways → Boulevards

Arterials → Avenues

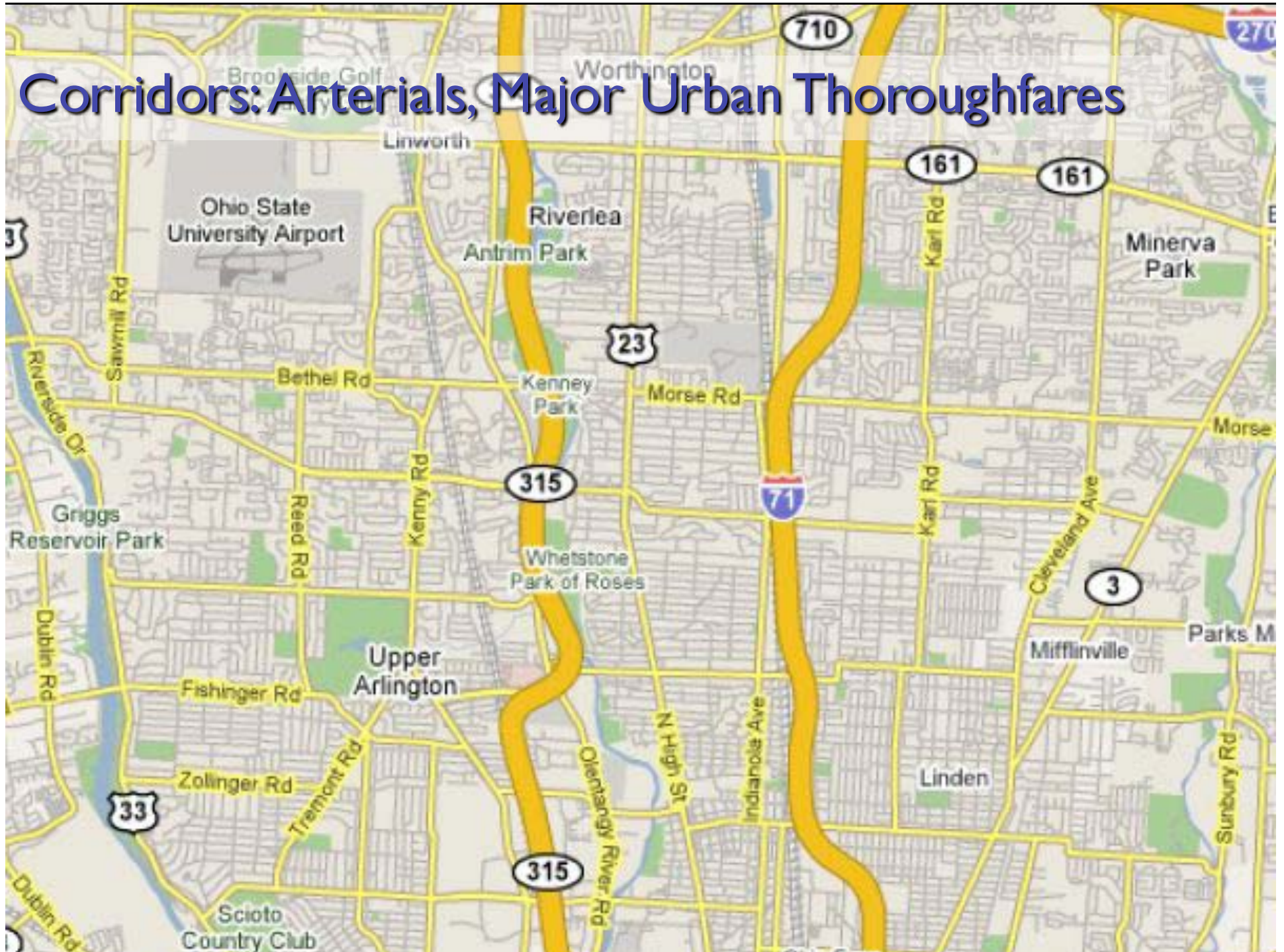
Dead Worms → Livable Streets

From Traffic Sewers to Shared Spaces
FREEWAYS TO BOULEVARDS



**WITH A BOULEVARD
INSTEAD OF AN EMBANKED
HIGHWAY, THE THOROUGHFARE
CAN BE CONNECTED TO A
SERIES OF SMALLER BLOCKS
AND NARROW STREETS THAT
INCREASE WALKABILITY.**

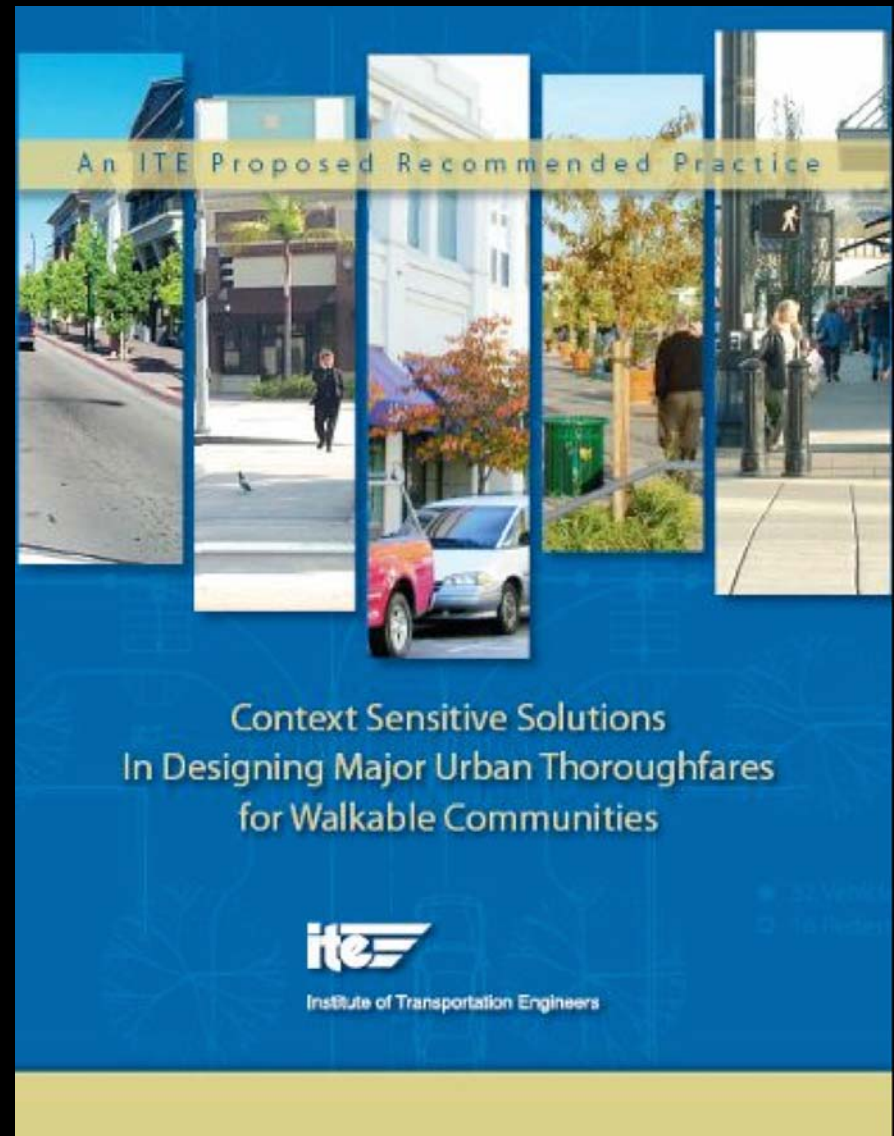
Corridors: Arterials, Major Urban Thoroughfares



From Traffic Sewers to Shared Spaces ARTERIALS TO AVENUES

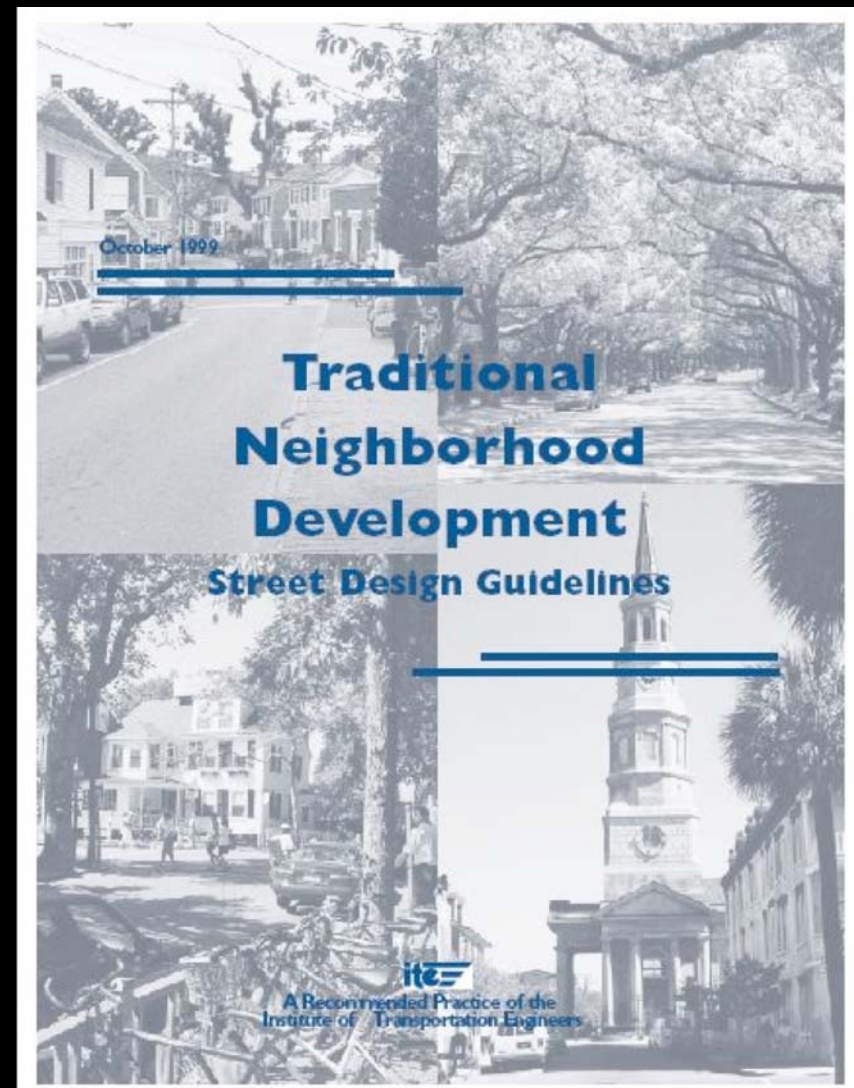
- ❖ Provides a description of how to create great streets that an engineer can understand.
- ❖ Goal is to be accepted by traffic engineering community and new urbanists.

(Does this involve too many untenable compromises?)

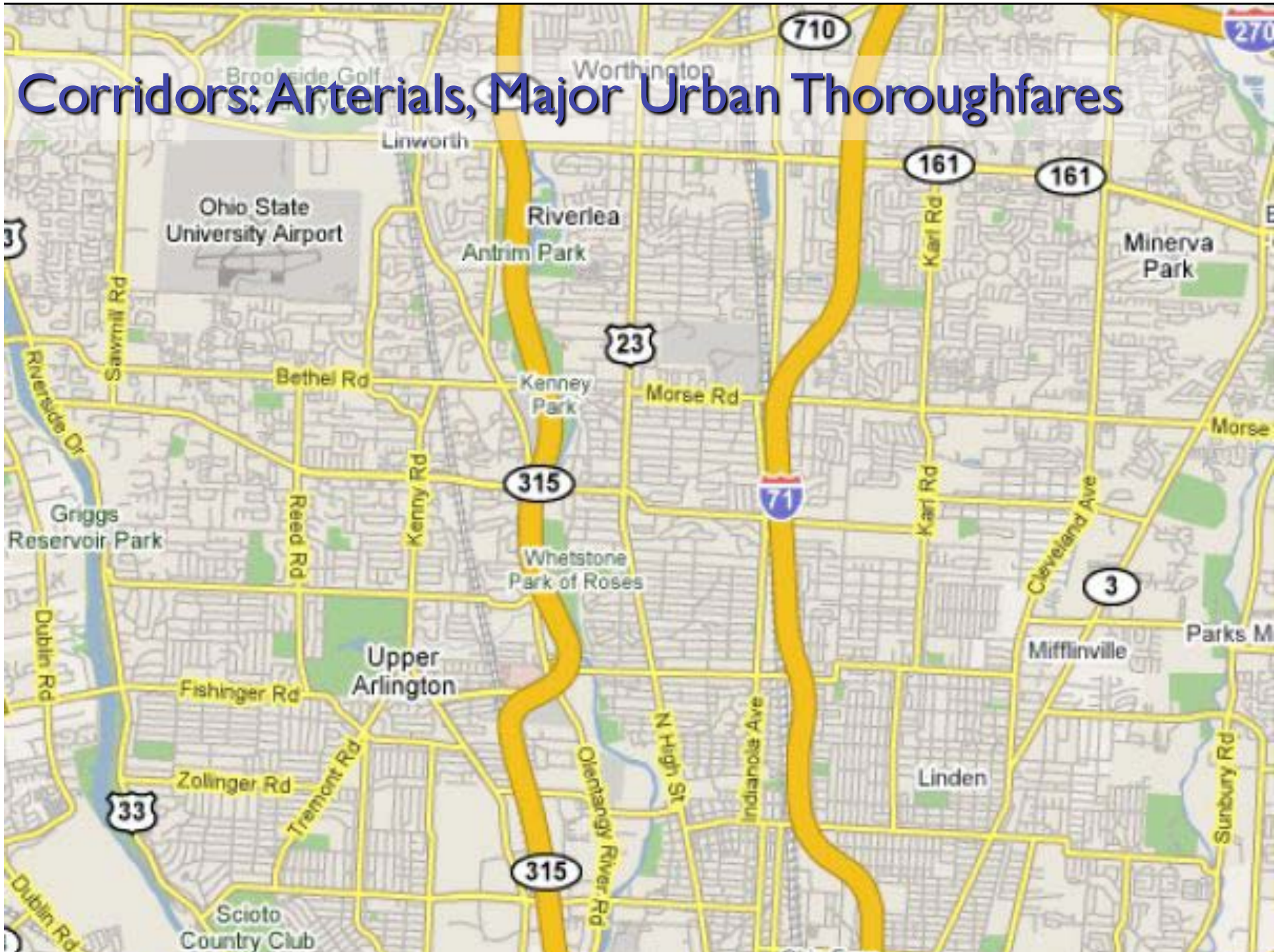


From Traffic Sewers to Shared Spaces DEAD WORMS TO TND STREETS

- ❖ Local streets have been designed for the convenience of fire trucks and garbage trucks, not for people and place.
- ❖ CNU - Fire safety and local streets initiative.



Corridors: Arterials, Major Urban Thoroughfares



Challenges ... and ... Opportunities

- ❖ Arterial improvements use State and/or Federal Funds.

- ❖ Higher levels of standards for vehicle mobility.

- ❖ AASHTO Rules Still Apply.

- ❖ Engineers like to follow their rules, go by the book.

- ❖ Major Transit Routes are on arterials: TOD

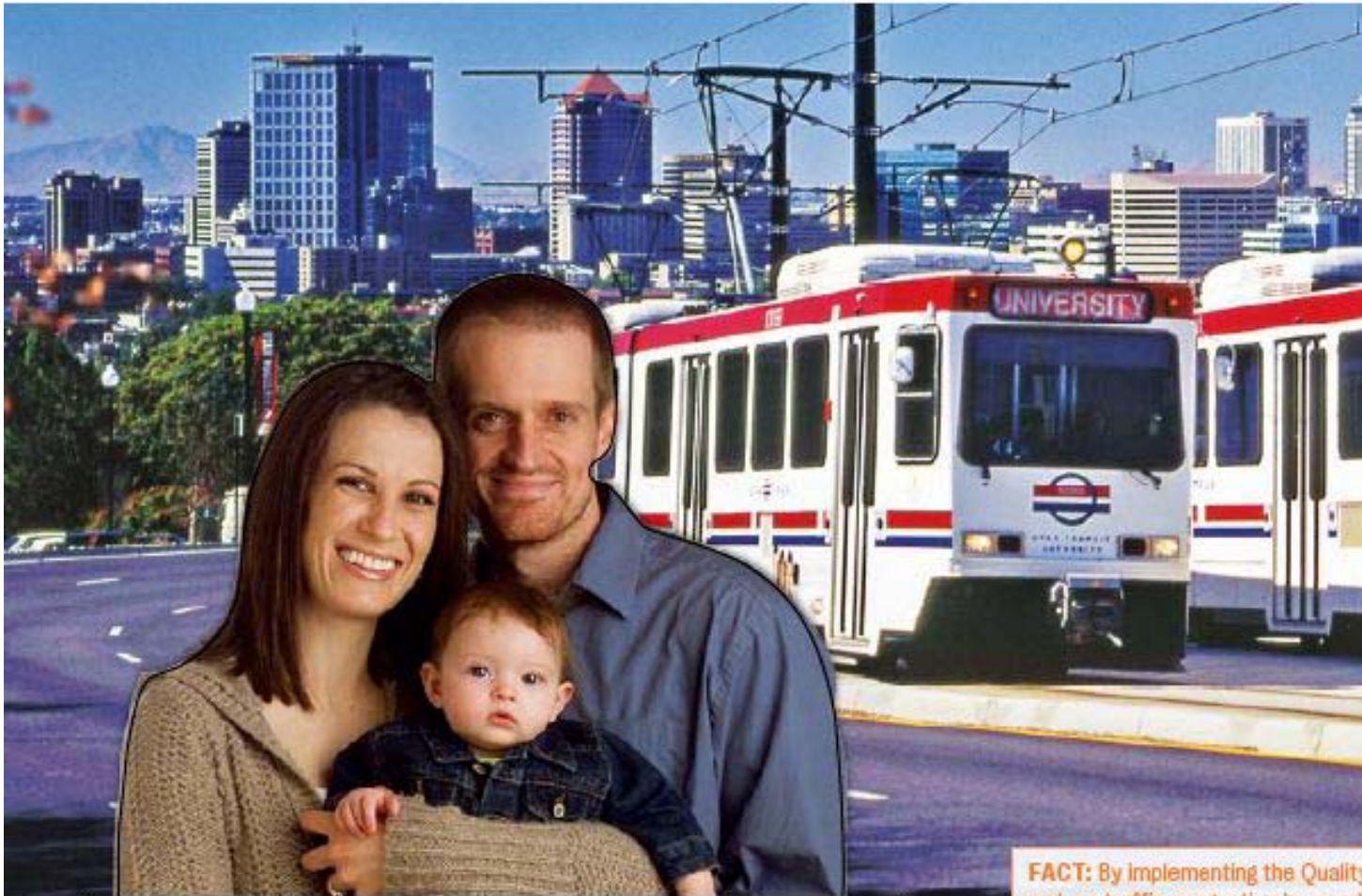
Opportunities

- ❖ Grayfields are almost always at an arterial junction.

- ❖ Some Regions get it – and are developing smart growth regional plans.

Case Study: Salt Lake City/Envision Utah

OUR VISION



To stay mobile in the future, we'll need more transportation choices. That means good roads and freeways using congestion-reducing technologies and a dynamic public transportation system. We'll need more residential and employment centers near transit stops and key road corridors, which will reduce commutes and encourage more use of public transportation. We'll save money and time and be more productive at work.

FACT: By implementing the Quality Growth Strategy, we can reduce traffic congestion by nearly 20%.

WASATCH FRONT TRANSIT ORIENTED DEVELOPMENT GUIDELINES



Envision Utah



SMALL-SCALE INFILL AND STREET IMPROVEMENTS ON STREETS SUCH AS THIS ONE NEAR 2100 SOUTH STATION CAN CREATE A MORE PEDESTRIAN-FRIENDLY ENVIRONMENT.

buildings that may be of a historical nature, it is necessary to take into consideration the context of the area and the





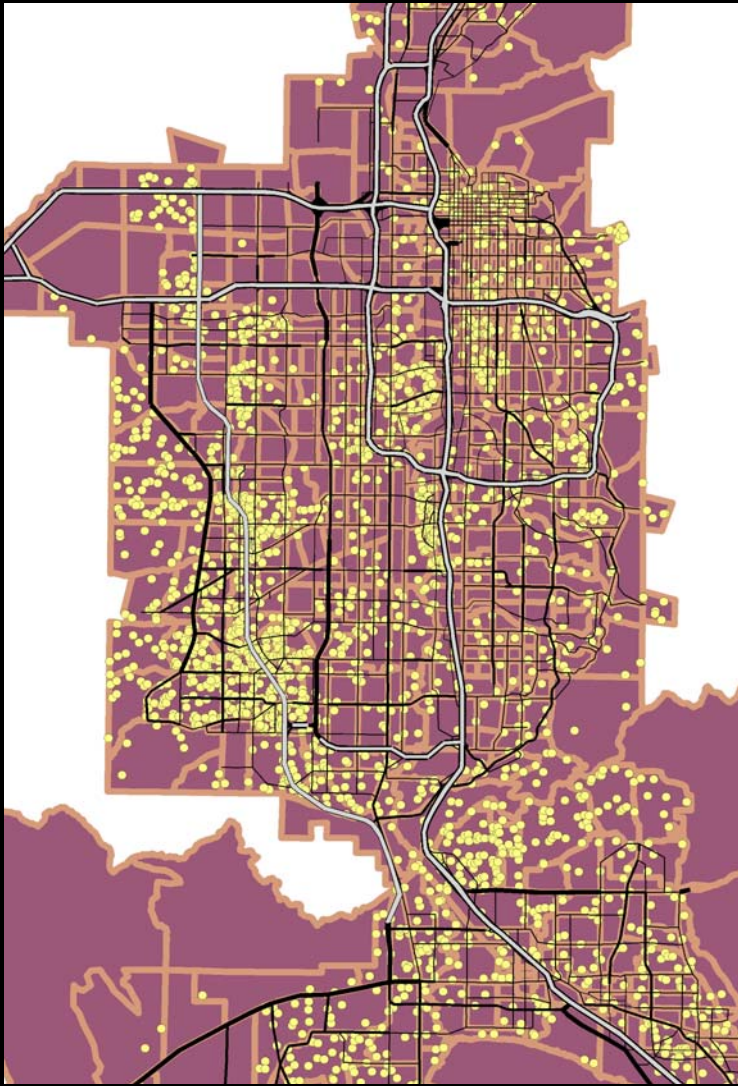
THESE IMAGES SHOW HOW AN AREA WITH MAJOR REDEVELOPMENT SITES (2100 SOUTH, UPPER PHOTOS) AND A RELATIVELY NEW GROWTH AREA (LAYTON, LOWER PHOTOS) CAN INFILL WITH NEW GROWTH AND STREETScape IMPROVEMENTS.



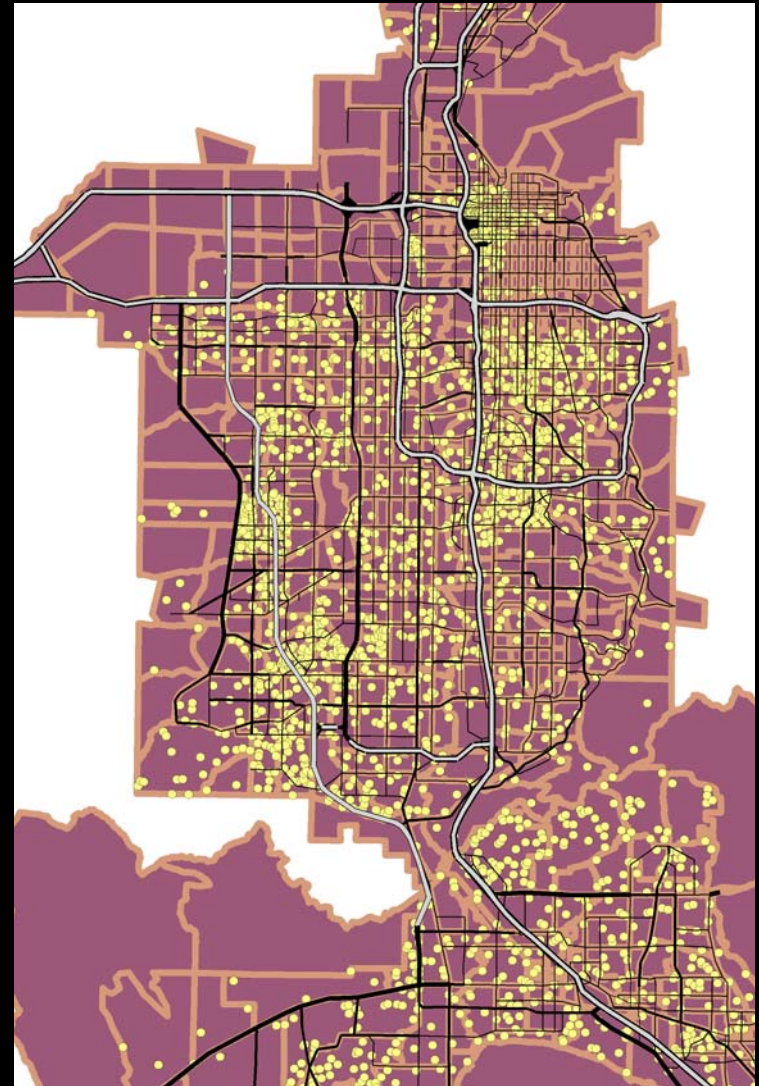
“PROPOSED SOUTH JORDAN SUNRISE WALKABLE DEVELOPMENT,” NEAR PROPOSED TRAX STATION.

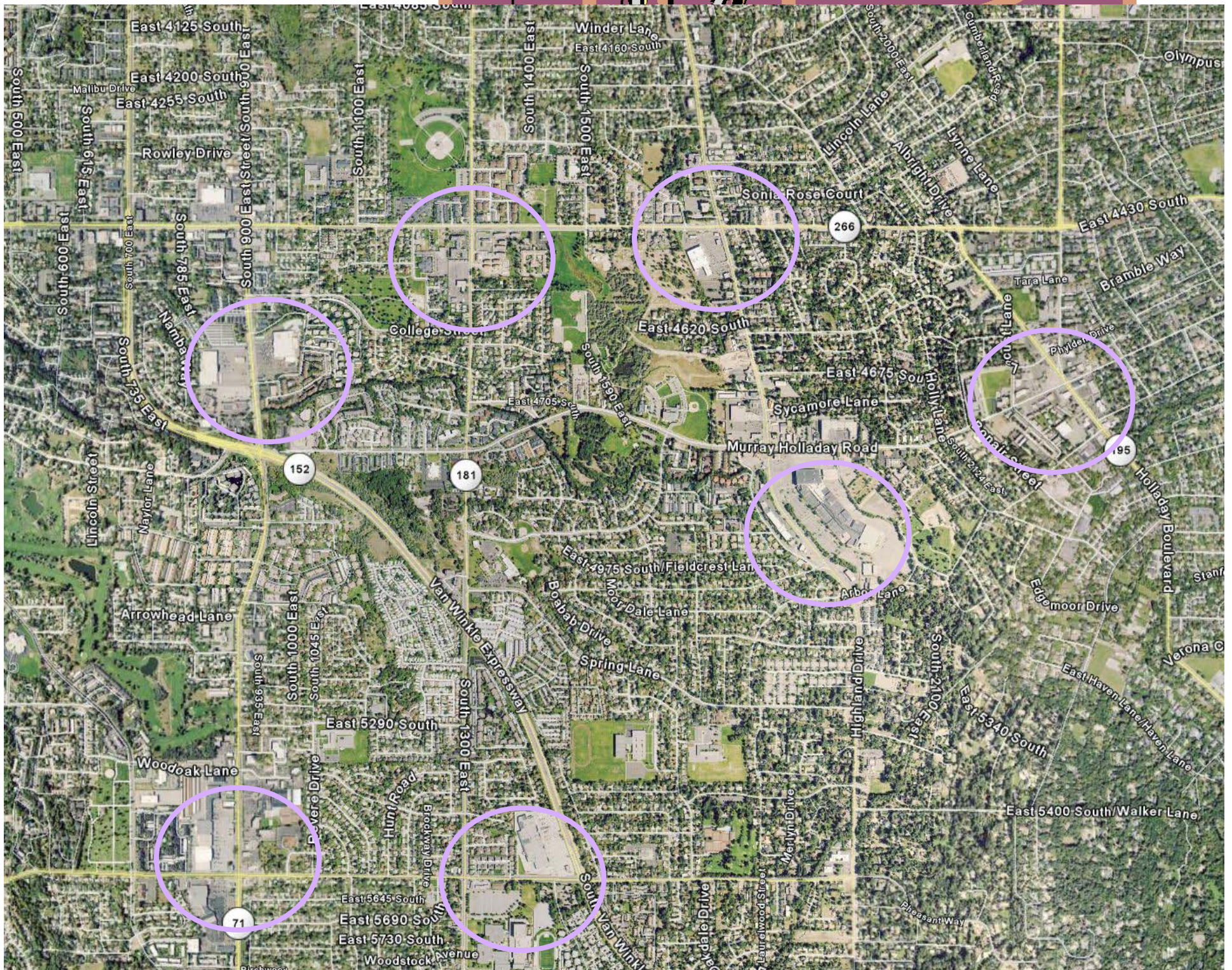
Promoting Infill Development

Old Plan



New Plan





East 4125 South

East 4200 South
East 4255 South

Rowley Drive

Winder Lane
East 4160 South

South 1400 East

South 1500 East

South 2000 East
Lincoln Lane

Comberland Road
Lynne Lane

Olympus

South 600 East
South 615 East

Malibu Drive
South 700 East

South 765 East
Namba Way

South 900 East Street/South 900 East

South 1100 East

College Street

Sonia Rosa Court

266

East 4430 South

Tara Lane

Bramble Way

East 4620 South

East 4675 South

Phyllis Drive
Lynne Lane

195

South 600 East
South 615 East

South 700 East
South 765 East

South 765 East
Namba Way

152

181

East 4705 South

South 1300 East

Murray Holladay Road

Sycamore Lane

Holly Lane

Holladay Boulevard

Lincoln Street

Naylor Lane

Arrowhead Lane

South 1000 East
South 1075 East

Van Winkle Expressway

East 4975 South/Fieldcrest Lane

Boabab Drive

Woolly Dale Lane

Spring Lane

Arbit Lane

Edgemoor Drive

Verona Court

East 5290 South

South 935 East
South 1000 East

South 1300 East

Boabab Drive

Spring Lane

Highland Drive

South 2100 East

East 5340 South

East Haven Lane/Haven Lane

Woodoak Lane

Pavero Drive

Hunt Road

Brookway Drive

East 5645 South

East 5690 South

East 5730 South

Woodstock Avenue

South Van Winkle

Medale Drive

Laurelwood Street

Marilyn Drive

East 5400 South/Walker Lane

Pheasant Way

Birchwood

From Traffic Sewers to Shared Spaces **ARTERIALS TO AVENUES**



E14th Corridor - San Leandro, CA Source: Community, Design + Architecture

Simulation by Steve Price,
UrbanAdvantage

From Traffic Sewers to Shared Spaces ARTERIALS TO AVENUES



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How the Manual Should Help Us:

- ❖ Provide an engineering-peer-reviewed set of guidelines that at least are much better than the green book.
- ❖ Begin to tame/retrofit arterials into walkable great streets, especially in our infill urban and suburban areas with TOD potential.
- ❖ For new development areas, the major thoroughfares can be designed right the first time.