

International Transportation Reform Efforts
toward a new
urbanist approach

CNU XVI AUSTIN 2008

presenters

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agenda

- CNU's project for transportation reform
- how the CNU ITE document compares with Australian and UK efforts
- UK Manual for Streets project examples
- the CNU ITE document: background
- toward a new urbanist approach: US examples
- bringing traffic engineers and urban designers together for transportation reform

agenda

- CNU's project for transportation reform

background... background...



- ITE/CNU partnership: the relationship between **urban development patterns** and transportation functions
- project funding: **FHWA** and **EPA** Office of Policy, Economics and Innovation

background...

sequence of events

- CNU Transportation Summits 2002 and 2003
- ITE Recommended Practice
- ITE Balloting
- ITE Proposed Recommended Practice Goal: 2008

why has CNU initiated this work?

why has CNU initiated this work?

- The CNU organization, membership and makeup is focussed on **implementation of new urbanism**
- How the **CNU charter** supports this work...

charter of the new urbanism

principles that support context sensitive
thoroughfare design

at the regional, city and town level [8]

“The physical organization of the region should be supported by **a framework of transportation alternatives.** Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while **reducing dependence upon the automobile**”

charter of the new urbanism

principles that support context sensitive
thoroughfare design

at the neighborhood, district and corridor level [11]

“Neighborhoods should be **compact, pedestrian-friendly, and mixed-use**. Districts generally emphasize a special single use and follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways,”

charter of the new urbanism

principles that support context sensitive
thoroughfare design

at the neighborhood, district and corridor level [12]

“Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. **Interconnected networks of streets** should be designed to **encourage walking, reduce the number and length of automobile trips**, and conserve energy.”

charter of the new urbanism

principles that support context sensitive
thoroughfare design

at the block, street and building level [19]

“A primary task of all urban architecture and landscape design is the **physical definition of streets and public spaces** as places of shared use.”

charter of the new urbanism

principles that support context sensitive
thoroughfare design

at the block, street and building level [19]

“...development should **adequately accommodate automobiles**. It should do so in ways that **respect the pedestrian** and the form of public space.”

charter of the new urbanism

principles that support context sensitive
thoroughfare design

at the block, street and building level [19]

“Streets and squares should be **safe, comfortable and interesting to the pedestrian**. Properly configured, they **encourage walking** and enable neighbors to know each other and protect their communities.”

focus of the document

focus of the document

- Established urbanized areas as well as new growth areas
- The street hierarchy from connector streets through major arterials (excluding limited access highways)
- The design process as well as the specific design criteria needed to achieve successful outcomes measure against both transportation objectives and broader community goals

comments received

ITE balloting: comments received

- How should the document address **the network**?
- Should there be requirements for **connectivity** (and what should they be)?
- How to incorporate an area's **land use context** into street design standards
- Using traditional traffic engineering **functional classifications**, versus establishing a new terminology for classifying street types
- Establishing **target speeds** versus **design speeds**
- Requirements for **clear zones**
- How to incorporate **bicycles** into street design standards
- How to incorporate **transit** into street design standards
- Should **green streets** be incorporated into the document?

missing items and future initiatives:

missing items and future initiatives

- network (Summit 2008 in Charlotte)
- local streets and alleys
- modeling
- green streets

agenda

- how the CNU ITE document compares with Australian and UK efforts

U.S.

**ITE Context Sensitive
Solutions for Walkable Communities**

U.K.

Manual for Streets

AUS

Liveable Neighbourhoods, Ed.3



Department for
Transport

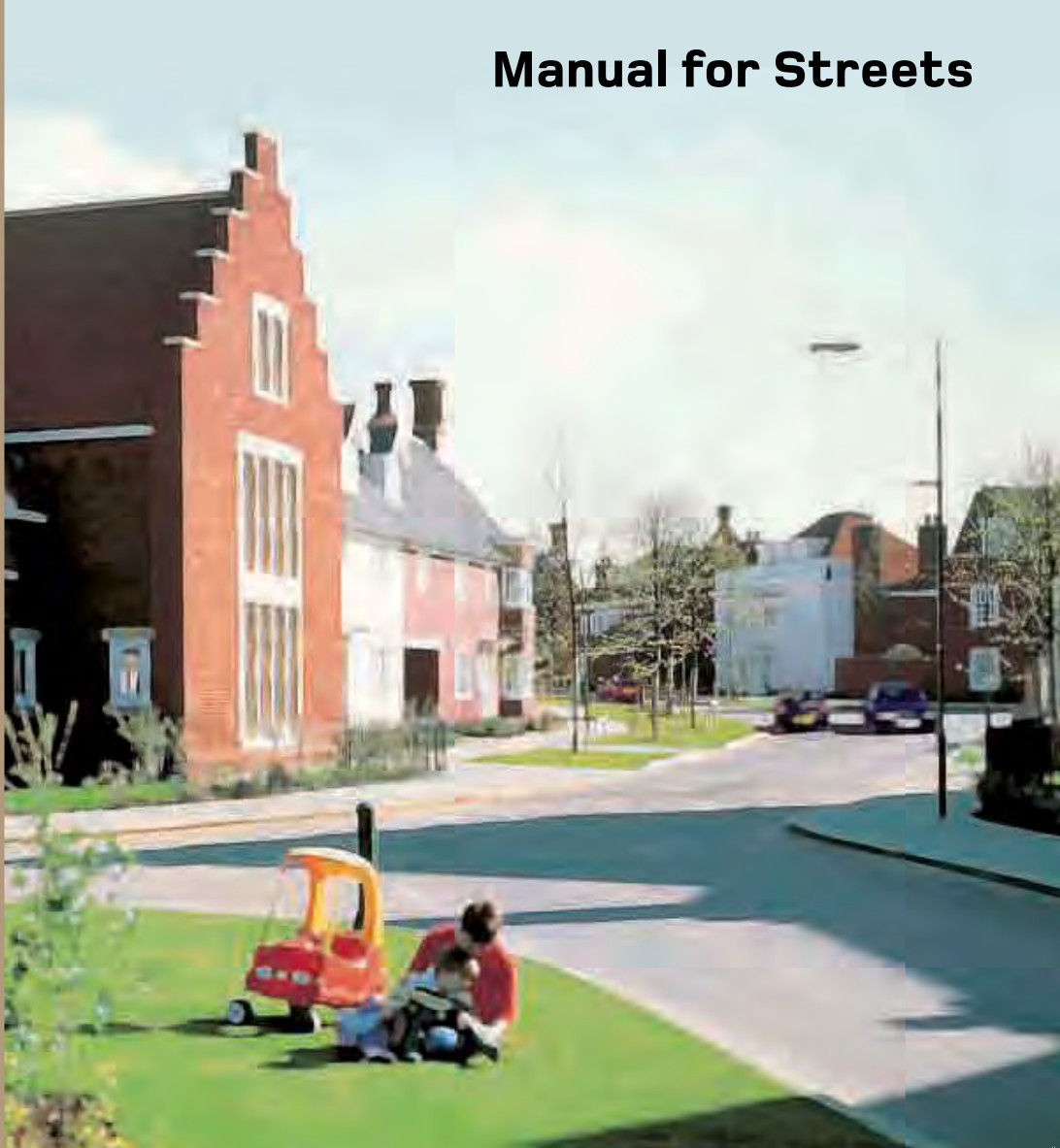


Manual for Streets

U.K.

Manual for Streets

Manual for Streets



INTRODUCING

Liveable Neighbourhoods

A Western Australian Government Sustainable Cities Initiative



Liveable Neighbourhoods, Ed.3

LIVEABLE NEIGHBOURHOODS

**Edition 3
2004**

A WESTERN AUSTRALIAN GOVERNMENT
SUSTAINABLE CITIES INITIATIVE

DRAFT



WESTERN AUSTRALIAN
PLANNING COMMISSION



CUSTOMER
FOCUS

FOR TESTING AND REVIEW

overview:

document

(how is it administered?)

U.S.

ITE Context Sensitive
Solutions for Walkable Communities

Provides guidance for the development of thoroughfare improvement projects.

AUS

Liveable Neighbourhoods, Ed.3

Administered by the state planning body (Western Australian Planning Commission). Developers may choose to comply as an alternative to complying with standard WAPC development control policies.

U.K.

Manual for Streets

Not a policy document; provides general guidelines and recommendations for local authorities.

categorizing streets...

functional

U.S.

ITE Context Sensitive
Solutions for Walkable Communities

Functional classification helps establish thoroughfare type, design characteristics, and target speed.

AUS

Liveable Neighbourhoods, Ed.3

Streets are classified as either arterial or local streets, with a range of more descriptive street types provided under each classification.

U.K.

Manual for Streets

Recommends moving away from traditional functional classifications, and instead determining street character types based on descriptions of the street's "place and movement function."

addresses the

larger network?

U.S.

ITE Context Sensitive
Solutions for Walkable Communities

Encourages local jurisdictions to incorporate CSS into network planning, and to weigh individual thoroughfare design with the regional, sub-regional and neighborhood functions of the thoroughfare.

AUS

Liveable Neighbourhoods, Ed.3

Provides arterial and sub-arterial spacing guidelines; provides extensive local street network requirements.

U.K.

Manual for Streets

Recommends that local jurisdictions analyze an area's "movement framework" as part of a street design/ approval process

provides

connectivity

U.S.

ITE Context Sensitive
Solutions for Walkable Communities

Encourages jurisdictions to plan for a high level of connectivity when engaging in network planning.

AUS

Liveable Neighbourhoods, Ed.3

Provides standards for junction spacing, maximum block length, and street stubbing. Limits the use of cul-de-sacs.

U.K.

Manual for Streets

Notes that street networks should generally be connected internally and externally.

consideration of land use context

U.S.

ITE Context Sensitive
Solutions for Walkable Communities

Helps to determine design
criteria.

AUS

Liveable Neighbourhoods, Ed.3

Typical land use context
described within the street
type and function descriptions
of street types. Mainly for
new urban extensions of
predominantly residential and
mixed-use centres.

U.K.

Manual for Streets

Recommends that movement
frameworks and street
character types reflect the
form and type of buildings.

establishing maximum speeds...

target speed vs.

U.S.

ITE Context Sensitive
Solutions for Walkable Communities

Target speed range with associated design speed (no greater than 5 mph higher than target speed).

AUS

Liveable Neighbourhoods, Ed.3

Max design speed and target operating speed. TOS based on street type and design applications used.

U.K.

Manual for Streets

Recommends designing to keep vehicle speeds at or below 20 mph on residential streets.

requirements for

clear zones...

U.S.

ITE Context Sensitive
Solutions for Walkable Communities

Encourages the consideration of pedestrian safety and community input.

AUS

Liveable Neighbourhoods, Ed.3

Provides tree clear zone chart (by design speed), noting that clearance areas may be smaller than typical.

U.K.

Manual for Streets

Discusses the traffic calming and place-making benefits of street trees on residential streets. No clear zone requirements.

standards for

bicycles...

U.S.

ITE Context Sensitive
Solutions for Walkable Communities

Addresses bike lane width, bike lane treatment at intersections, and on-street parking.

AUS

Liveable Neighbourhoods, Ed.3

Cross sections call for bike lanes on Arterials and Neighbourhood Collectors.

U.K.

Manual for Streets

Recommends that cyclists generally be accommodated on the carriageway; in areas with low traffic, no need for dedicated lanes.

U.S.

ITE Context Sensitive
Solutions for Walkable
Communities

AUS

Liveable Neighbourhoods,
Ed.3

U.K.

Manual for Streets

the basics:

- Initiated/authored by the Institute of Transportation Engineers and the Congress for the New Urbanism
 - Focuses on Major Urban Thoroughfares
 - Currently in draft format
-

- Initiated/authored by the Western Australian Planning Commission; developed with the Department for Planning and Infrastructure
 - Focuses on Arterials and Local Streets
 - Edition 3 adopted as optional code and released as draft policy prior to formal adoption as non-optional code and policy
-

- Authored by the Department for Transport and Communities and Local Government
- Focuses on lightly-trafficked residential streets
- Adopted

agenda

- UK Manual for Streets project examples

CNU Project for Transportation Reform goes to London







The Convenient Remedy

TRANSPORT & THE CARBON CHALLENGE

The Convenient Remedy

TRANSPORT & THE CARBON CHALLENGE



2007 CNU TRANSPORTATION SUMMIT
12TH-14TH NOVEMBER

SPEAKERS: Hank Dittmar, John Norquist, Jacky Grimshaw, Norman Garrick, Marcy McInnelly, Andy Cameron, Michelle Dix, Ben Hamilton-Baillie, Daniel Moylan, Hans Monderman and Lucy Gibson.

At the invitation of The Prince's Foundation for the Built Environment, the annual CNU Transportation Summit 2007 will be hosted in London on November 12th - 14th. By bringing together key opinion formers from both sides of the Atlantic as well as the Middle East and Australia, we will promote cross fertilization of the best advances in transportation reform for cities. Delegates will learn how reforms can be delivered in the current economic and planning climate.

Against the background of a booming economy and increasing population pressures, London's Ken Livingstone has initiated a series of transportation reforms in the UK capital, including public realm improvements and Congestion Charging, that have brought genuine modal shift, improving quality of life and promoting a vital urban environment.

What are transport planners responsibilities to the carbon challenge, and how can emissions reduction be achieved? How can we use transportation as an opportunity to create and design urban places we want?

We would be delighted to see you for this special CNU/ Prince's Foundation event, an opportunity to meet a global network. Transport for London will be leading tours to beacon projects, and November 14th will feature an optional tour of Poundbury, the Prince of Wales' exemplary urban extension of Dorchester, masterplanned by Leon Krier and built out by the Duchy of Cornwall.

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Our thanks to our strategic partners for this event, including:



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shared streets

seven dials

- traffic calming through narrowing of right of way
- reducing clutter—physical constraint sets speed; no need for signs
- 15-20 mph achieved







shared streets

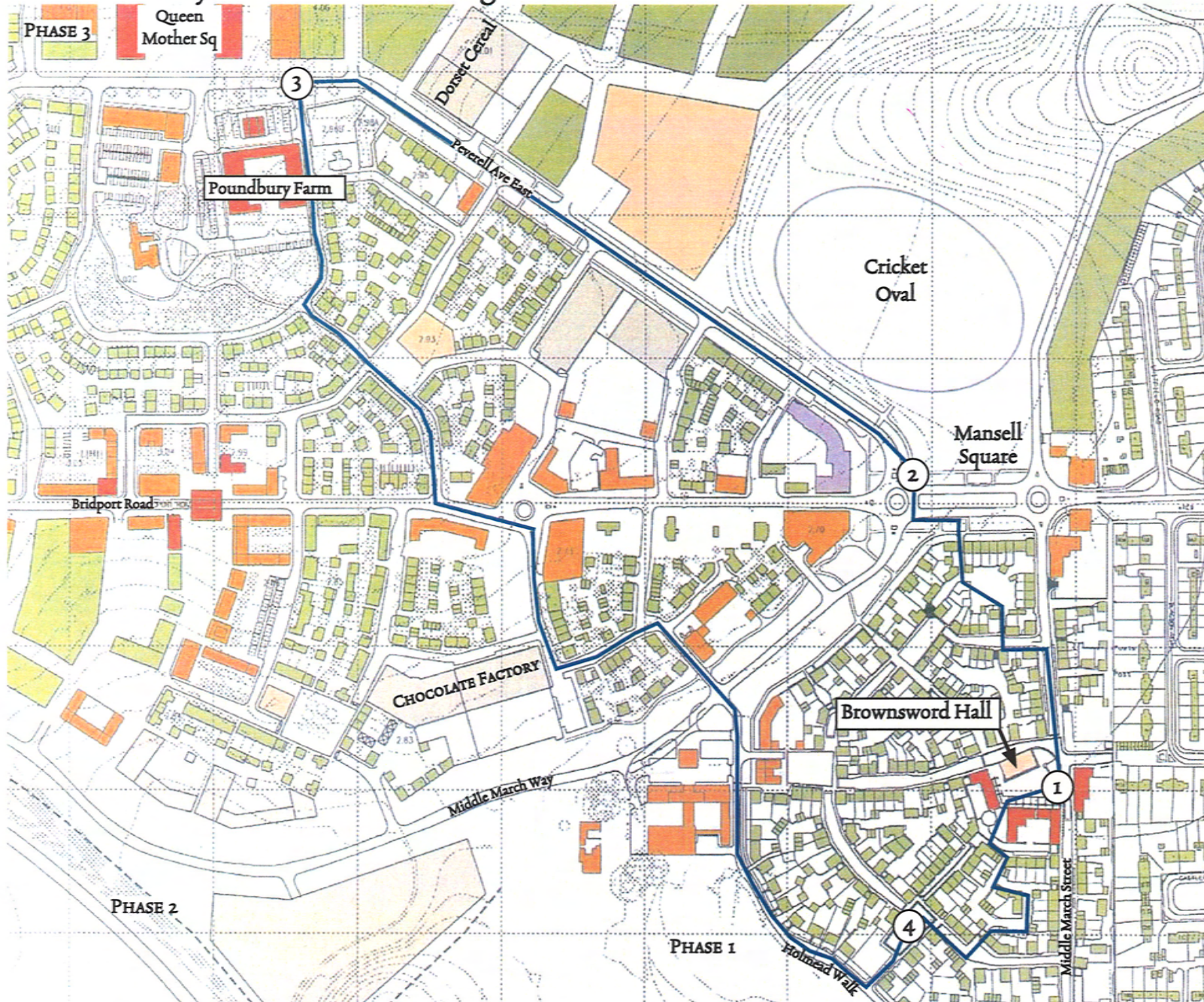
poundbury, dorchester

- Prince's Foundation master-planned urban expansion





The Poundbury Series: Three Walking Tour



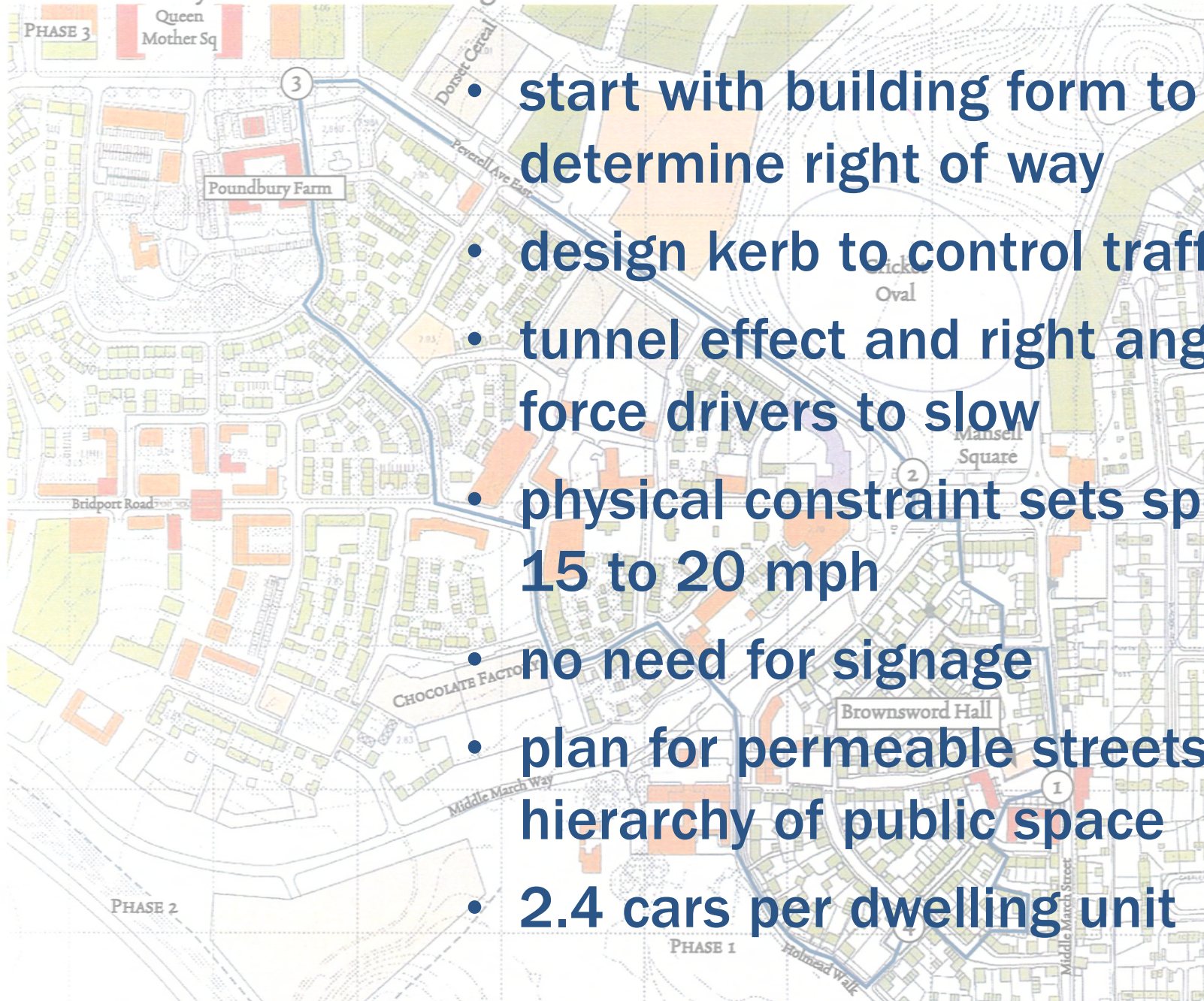
STOPPING POINTS

- ① - David Taylor,
Alan Baxter & Associates
- ② - Ben Bolgar,
The Prince's Foundation
- ③ - Simon Conibear,
The Duchy of Cornwall
- ④ - Ian Madgwick,
Dorset County Council

ROUTE LEADERS

- A - Noel Isherwood,
The Prince's Foundation
- B - Lucien Steil,
The Prince's Foundation
- C - James Hulme,
The Prince's Foundation
- D - Kevin Crabbe,
The Duchy of Cornwall

The Poundbury Series: Three Walking Tour



- start with building form to determine right of way
- design kerb to control traffic
- tunnel effect and right angles force drivers to slow
- physical constraint sets speed — 15 to 20 mph
- no need for signage
- plan for permeable streets and hierarchy of public space
- 2.4 cars per dwelling unit

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- ④ - Ian Madgwick, Dorset County Council

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resources

- **UK Manual for Streets**
<http://www.manualforstreets.org.uk/>
- **Australian Liveable Neighbourhoods, Ed. 3**
<http://www.planning.wa.gov.au/>
>publications >Liveable Neighbourhoods, Ed. 3
- **CNU ITE Manual**
www.cnu.org/node/127
<http://ite.org/bookstore/RP036.pdf>