

Slide Sets/Titles	Slide bullet points (outline)
Slide 1 Introduction	OTREC Transportation Summit 11 September 2009 Safety Smackdown Marcy McInelly, AIA Associate Principal, SERA Architects Streets and the CNU/ITE guidebook
Slide 2	Streets and the CNU/ITE guidebook -OR- the design of streets: an urban design perspective <i>What I would like to talk about in addition to the CNU ITE manual—other CNU transportation initiatives</i>

<p>Slide 3 Major points of this presentation</p>	<ul style="list-style-type: none"> • CNU/ITE guidebook and other CNU transportation initiatives • The CNU/ITE guidebook and what it represents • CNU’s role in transportation research, policy and guidance <p><i>Personal story:</i></p> <ul style="list-style-type: none"> • <i>architect,</i> • <i>now urban designer, applying knowledge to the space between buildings rather than just the buildings</i> • <i>Understood early in career that most important placemaking decisions were made by others, before the architect “gets the commission”</i> • <i>Took a “crash course” in zoning through five years on the Portland Planning Commission</i> • <i>Went on to understand that streets play an even more important role than zoning</i> • <i>Wanted to be more involved in the design of streets</i> • <i>Became more aware and knowledgeable about safety and how design influences safety</i> • <i>Have co-chaired the CNU Project for Transportation Reform since 2004</i> • <p><i>...and what I have discovered is...</i></p>
<p>Slide 4</p>	<p><i>it’s all about safety</i></p>
<p>Slide 5 Safety</p>	<p>Safety is a rallying point for everyone involved in the design of streets</p> <ul style="list-style-type: none"> • for engineers, no matter which mode they may specialize in • for emergency responders <p><i>I want to tell a little story here: about four years ago CNU embarked upon a project with emergency response experts, to begin a conversation about how we could work together to make streets safer. And how the emergency responders shifted focus from the single-issue of reducing emergency response times, to embrace more issues about street design, after learning that traffic-related deaths (including from wide streets) far outpaced those from fires</i></p> <ul style="list-style-type: none"> • for commercial/economic/real estate interests • for neighborhood representatives/residents

	<ul style="list-style-type: none"> • for urban designers
Slide 6 Safety	<p>Streets deserve a multi-disciplinary approach—one in which each party is concerned about safety instead of pitting each discipline/interest against one another we need to work together</p> <p><i>Personal story:</i></p> <ul style="list-style-type: none"> • <i>understand that engineers are often on the defensive with neighborhood activists, bike and ped advocates, architects and urban designers</i> • <i>this dynamic works both ways: urban designers often marginalized or stereotyped as being concerned only with aesthetics</i> • <i>on projects where street design was critical, found that the design of streets was controlled by engineers, sometimes to the detriment of other important issues such as placemaking, economic interests</i> • <i>problems arose when focused solely on motorist safety and mobility</i> • <i>Found that a unifying concern was safety</i> • <i>and that safety concerns overlap and support aesthetic and other interests</i>
Slide 7 CNU	
Slide 8 CNU	<p>The CNU/ITE guidebook and other CNU transportation initiatives</p> <ul style="list-style-type: none"> • CNU/ITE <p><i>This is the Proposed Recommended Practice version</i></p>
Slide 9 CNU	<p>a brief overview: what it is; what it represents</p> <ul style="list-style-type: none"> ▪ Important collaboration with ITE ▪ Provides guidance and demonstrates for practitioners how context sensitive solutions can be applied to roadway improvement projects that are consistent with their physical surroundings

Slide 10	CNU Report: Emergency Response and Street Design
Slide 11 CNU	Emergency Response and Street Design: a brief overview: what it is; what it represents <ul style="list-style-type: none">• Goal: appropriately sized and connected streets• overly wide local streets required by International Fire Code create safety issues (“20 feet clear rule”)• wider streets are associated with more traffic injuries and fatalities• reduced street connectivity has increased local fiscal burdens as each fire station is able to serve fewer households in sprawl setting• In June, CNU and emergency responders submitted International Fire Code Amendments; currently under review, Council review due by November 2009• EPA is partner on project to ensure environmental outcomes: <i>--Which really come from skinnier local streets--</i>• less stormwater runoff, reduced per capita emissions and better preserved natural and open spaces

Slide 12	CNU Connected Networks Proposal
Slide 13 CNU	<p>A brief overview: what it is; what it represents</p> <ul style="list-style-type: none">• It is a companion to the CNU Charter ; to amplify and provide greater detail about sustainable, multi-modal, connected transportation networks• a great deal of attention given to design and operation of individual components of a region’s transportation system, and comparatively little to the network which these facilities comprise• CNU’s goal is to provide principles and standards at national level• Attention to the network addresses numerous issues: accessibility for all modes, global climate change, health and safety, stewardship of limited fiscal resources <p><i>This effort grew out of dissatisfaction with how networks were (really—were NOT) being addressed in the ITE Manual</i></p> <p><i>Emphasize the importance of global climate change, quickly becoming the big reason to rethink our approach to streets: transportation sector is responsible for almost one-third of carbon dioxide emissions in the US, and the design and configuration of community and regional transportation networks can aid in reducing these goals by reducing vehicle miles traveled and encouraging shifts to cleaner modes; also reducing paved surfaces through appropriately-sized streets and more efficient network design</i></p>

<p>Slide 14 CNU</p>	<p>Why is CNU involved in transportation?</p> <ul style="list-style-type: none"> • Dispel the CNU stereotype—not all New Urbanists are building white picket-fenced suburban pods with retro architecture <p><i>--many New Urbanists are involved in suburban retrofit projects; inner city and inner-ring suburb infill and repair; humanizing big streets --</i></p> <ul style="list-style-type: none"> • The CNU is guided by the Charter of the New Urbanism <p><i>--a remarkable document ratified by the Congress in 1996--</i></p> <ul style="list-style-type: none"> • Includes principles for transportation, social equity, affordable housing, sustainability, placemaking • Specifically calls for compact, pedestrian-friendly and mixed-use neighborhoods with inter-connected, transit-served networks of streets that promote alternatives to driving • <u>Safety is key to achieving these characteristics in communities</u>
<p>Slide 15 CNU ITE Manual</p>	<p><i>I want to return to the CNU ITE Manual to talk in detail about how all these things come together</i></p>
<p>Slide 16 CNU ITE Manual</p>	<p>The CNU/ITE Manual</p> <ul style="list-style-type: none"> • The significance of the collaboration: represents the beginning of important relationship • Details of urban streets and the interrelationship between streets and land use context have been overlooked in past guidance • Acknowledges that street design and operation should change depending on context
<p>Slide 17 CNU ITE Manual</p>	<ul style="list-style-type: none"> • ITE saw an unprecedented number of comments during balloting process—over 1,000 • Many from outside the engineering profession • Many of these were from members of CNU
<p>Slide 18 CNU ITE Manual</p>	<p>The comments and what they represent; how they broke down:</p> <p><i>--this really tells you where CNU members are coming from--</i></p> <ul style="list-style-type: none"> • Concern about bias of document—assumes tradeoff between land access and mobility, and assumes mobility

	<p>is vehicular</p> <ul style="list-style-type: none"> • Merging thoroughfare type with functional classification fails to recognize successful thoroughfares • Concern about merging “design speed” concept with “target speed” • Methodologies for limiting speeds is still needed <p><i>Members have a major problem with the fact that the ITE Manual still allows 40 MPH in “pedestrian/mixed-use areas” through conventional application of arterial design speed</i></p>
<p>Slide 19 CNU ITE Manual</p>	<p>Update: where document is now</p> <ul style="list-style-type: none"> • Each of the 1,000 comments was responded to • There are several new sections: rail and bus transit streets; multi-way boulevards; main streets • Publication due date: December 2009 <p><i>--and it has a brown cover, and a shorter title--</i></p>
<p>Slide 20 Conclusion</p>	<p>I would like people here to think of CNU as a partner and collaborator in policy, guidance and research</p> <ul style="list-style-type: none"> • Organization’s strength comes from practitioners’ experience in a variety of fields, from every region of the US and internationally • Breakdown of membership: engineers, planners, architects, developers and elected officials • National organization supports members for more effective advocacy and practice • Recognizes the value of transportation safety research

<p>Slide 21 Conclusion</p>	<p>We can all agree on safety</p> <ul style="list-style-type: none">• Safety is the key to better streets and great places• Need to work together• Shift from single-issue focus to multi-disciplinary team approach to research, policy, design and practice• CNU can be a partner in more transportation safety research <p>Announce upcoming CNU Project for Transportation Reform Summit, November 4-6, Portland, Oregon</p> <p>Thank you!</p>
--------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>Slides 22 through 26</p>	<p>Visual images for an actual, current project I am designing and managing (Walnut Station Mixed-Use Center, Eugene, Oregon) Describe the importance of various urban design improvement—wider sidewalks, street trees, on-street parking, mid-block crossing, synchronized signals—and how they also create a slower-speed, safe urban environment</p>
-----------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Slides 27 through 29	Links to CNU efforts and announcements, dates
-------------------------	-----------------------------------------------