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STREETS AND THE CNU/ITE GUIDEBOOK

OTREC TRANSPORTATION SUMMIT

PORTLAND OREGON 11 SEPTEMBER 2009

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PROJECT FOR TRANSPORTATION REFORM

introduction

**STREETS AND THE CONGRESS FOR THE NEW URBANISM/
INSTITUTE OF TRANSPORTATION ENGINEERS
(CNU/ITE) GUIDEBOOK**

OR

**THE DESIGN OF STREETS: AN URBAN DESIGN
PERSPECTIVE**

introduction

MAJOR POINTS

- **THE 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**

safety



safety

SAFETY IS A RALLYING POINT

SAFETY IS A RALLYING POINT FOR EVERYONE INVOLVED IN THE DESIGN OF STREETS

- **ENGINEERS, NO MATTER WHICH MODE**
- **EMERGENCY RESPONDERS**
- **COMMERCIAL, ECONOMIC AND REAL ESTATE INTERESTS**
- **NEIGHBORHOOD REPRESENTATIVES AND RESIDENTS**
- **URBAN DESIGNERS**

safety

SAFETY IS A RALLYING POINT

STREETS DESERVE A MULTI-DISCIPLINARY APPROACH

- **INSTEAD OF PITTING EACH DISCIPLINE/INTEREST AGAINST ONE ANOTHER**
- **NEED TO WORK TOGETHER**
- **EACH PARTICIPATING DISCIPLINE IS CONCERNED ABOUT SAFETY**

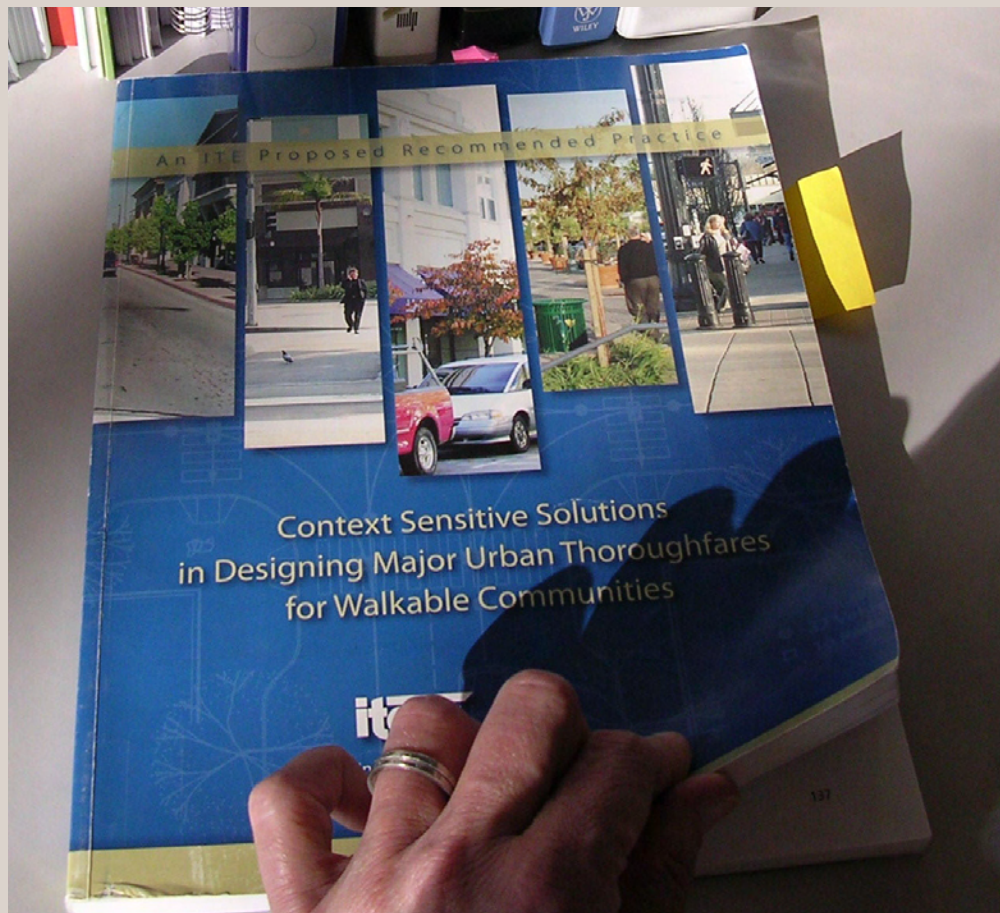
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cnu

CNU/ITE GUIDEBOOK AND OTHER CNU INITIATIVES

CONTEXT SENSITIVE SOLUTIONS IN DESIGNING MAJOR URBAN THOROUGHFARES FOR WALKABLE COMMUNITIES





CNU/ITE GUIDEBOOK AND OTHER CNU INITIATIVES

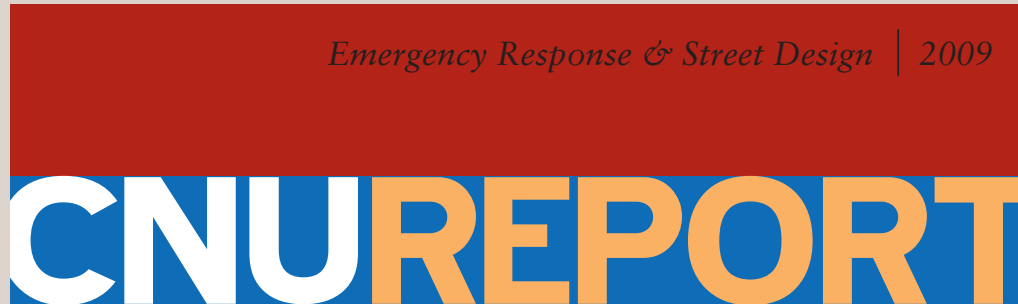
IMPORTANT COLLABORATION WITH INSTITUTE OF TRANSPORTATION ENGINEERS

- **PROVIDES GUIDANCE FOR PRACTITIONERS**
- **DEMONSTRATES HOW CONTEXT SENSITIVE SOLUTIONS CAN BE APPLIED TO ROADWAY IMPROVEMENTS**
- **HOW TO ACHIEVE ROADWAY DESIGN THAT IS CONSISTENT WITH PHYSICAL SURROUNDINGS**



OTHER CNU INITIATIVES

CNU REPORT: EMERGENCY RESPONSE AND STREET DESIGN



Saving Lives, Time, Money: Building Better Streets

New Urbanists, Fire Marshals Find Common Ground

The Congress for the New Urbanism (CNU), U.S. Environmental Protection Agency (EPA), and fire marshals from across the country have partnered together on an Emergency Response & Street Design Initiative. This initiative is aimed at reconciling the growing desire for appropriately-sized and connected streets with emergency responders' access needs. We believe common ground exists for solutions because streets in connected networks:

- Can improve emergency response times by providing several routes to any given address.
- Are safer for pedestrians, drivers, and emergency responders since they calm traffic below speeds that more likely result in fatal or serious injury collisions.

Narrower streets in well-connected networks also help reduce stormwater runoff, require less energy to construct, and facilitate non-greenhouse emitting transportation alternatives like walking and bicycling.

Abundant literature supporting these



Residential streets like this 28-foot wide example in Prospect New Town in Longmont, Colo., are a staple of New Urbanism, but are often hindered by the International Fire Code's 20-foot clear rule. Properly designed, and in connected networks, these streets actually help emergency response times and calm traffic. (Photo courtesy of CNU)

to drive everywhere for everything. As the United States responds to the potential dangers of global climate change and the urgent need to reduce vehicle miles traveled to mitigate that threat, bringing back connected street patterns can help reduce energy consumption and carbon dioxide emissions.

fire-related civilian deaths in the U.S. – from 7,395 in 1977 to 3,430 in 2007 according to the National Fire Protection Association. The majority of emergency calls are not related to fire, but rather to calls for medical or traffic injuries. In 2007, the National Highway Traffic Safety Administration reported that traf-



OTHER CNU INITIATIVES

- **GOAL: APPROPRIATELY SIZED AND CONNECTED STREETS**
- **OVERLY WIDE LOCAL STREETS REQUIRED BY INTERNATIONAL FIRE CODE CREATE SAFETY ISSUES (“20’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 AMENDMENTS TO INTERNATIONAL FIRE CODE TO ALLOW MORE LOCAL DISCRETION IN STREET WIDTH REQUIREMENTS**
- **COUNCIL REVIEW TO BE COMPLETE BY NOVEMBER 2009**
- **EPA IS PARTNER ON PROJECT TO ENSURE ENVIRONMENTAL OUTCOMES**



OTHER CNU INITIATIVES

CNU CONNECTED NETWORKS PROPOSAL

CHARTER OF THE NEW URBANISM

THE CONGRESS FOR THE NEW URBANISM views disinvestment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's built heritage as one inter-related community-building challenge.

WE STAND for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

WE RECOGNIZE that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent and supportive physical framework.

WE ADVOCATE the restructuring of public policy and development practices to support the following principles: neighborhoods should



OTHER CNU INITIATIVES

- **A COMPANION TO THE CNU CHARTER**
- **TO AMPLIFY AND PROVIDE GREATER DETAIL ABOUT SUSTAINABLE MULTI-MODAL, CONNECTED TRANSPORTATION NETWORKS**
- **GREAT DEAL OF ATTENTION GIVEN TO DESIGN AND OPERATION OF INDIVIDUAL COMPONENTS OF A REGION'S TRANSPORTATION SYSTEM**
- **COMPARATIVELY LITTLE ATTENTION GIVEN TO THE NETWORK**
- **GOAL: PROVIDE PRINCIPLES AND GUIDANCE AT NATIONAL LEVEL**
- **ADDRESS NUMEROUS ISSUES: ACCESSIBILITY FOR ALL MODES, GLOBAL CLIMATE CHANGE, HEALTH AND SAFETY, STEWARDSHIP OF LIMITED FISCAL RESOURCES**

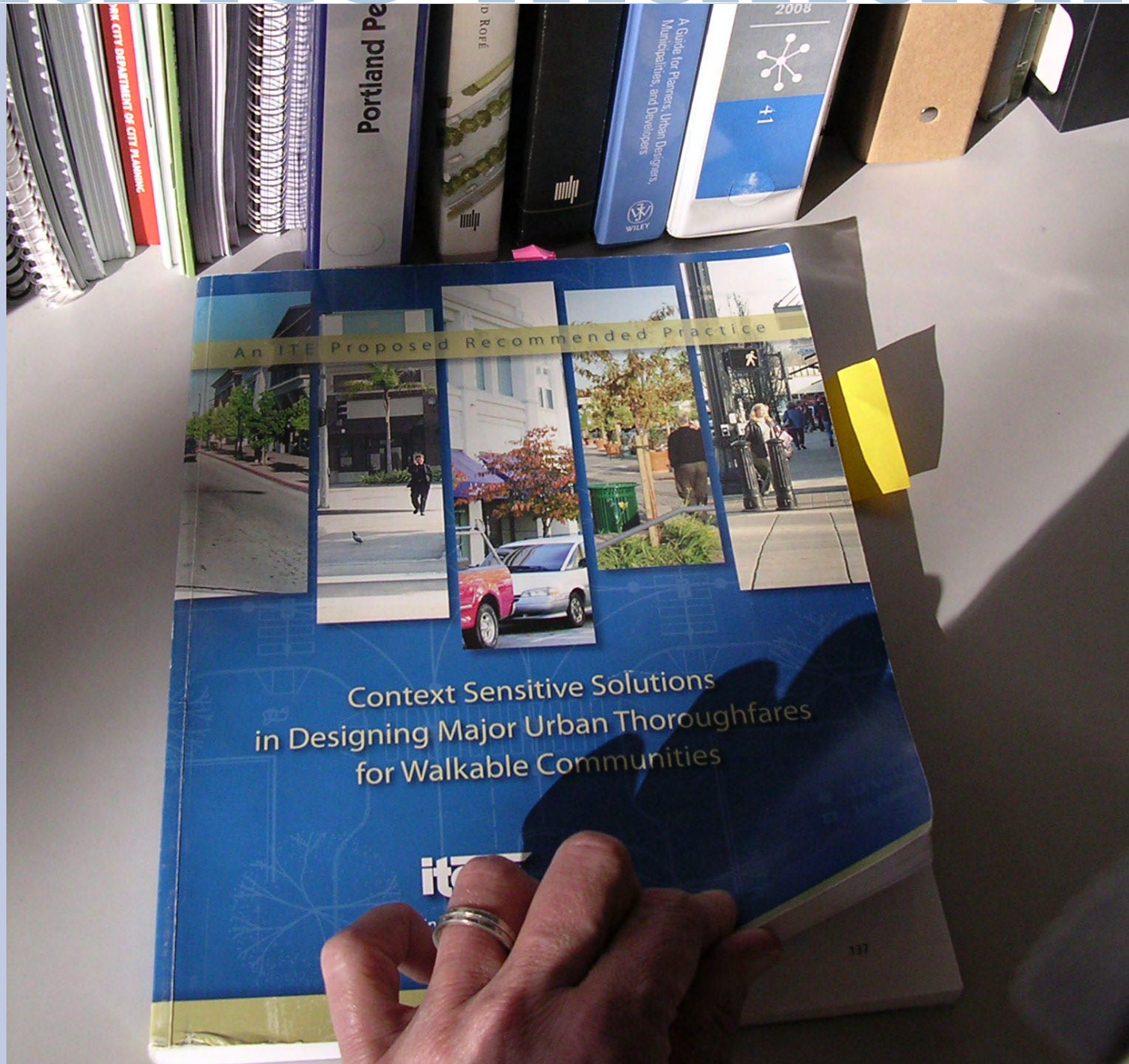


WHY IS CNU CONCERNED WITH SAFETY?

- STEREOTYPE OF THE NEW URBANIST
-

- ORGANIZATION IS GUIDED BY THE CHARTER OF THE NEW URBANISM
- INCLUDES PRINCIPLES FOR TRANSPORTATION, SOCIAL EQUITY, AFFORDABLE HOUSING, SUSTAINABILITY, PLACEMAKING
- SPECIFICALLY CALLS FOR COMPACT, PEDESTRIAN-FRIENDLY, MIXED-USE NEIGHBORHOODS WITH INTER-CONNECTED, TRANSIT-SERVED NETWORK OF STREETS THAT PROMOTE ALTERNATIVES TO DRIVING
- SAFETY IS KEY TO ACHIEVING THESE CHARACTERISTICS IN COMMUNITIES

cnu ite manual



cnu ite manual

WHAT IT REPRESENTS

- SIGNIFICANT COLLABORATION; BEGINNING OF IMPORTANT RELATIONSHIP
- DETAILS OF URBAN STREETS AND INTERRELATIONSHIP BETWEEN STREETS AND LAND USE CONTEXT OVERLOOKED IN PAST GUIDANCE
- ACKNOWLEDGES THAT STREET DESIGN AND OPERATION SHOULD CHANGE DEPENDING ON CONTEXT

Context Sensitive Solutions
in Designing Major Urban Thoroughfares
for Walkable Communities

ite

cnu ite manual

WHAT IT REPRESENTS

- INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) RECEIVED AN UNPRECEDENTED NUMBER OF COMMENTS DURING BALLOTING PROCESS
- OVER 1,000
- MANY FROM OUTSIDE ENGINEERING PROFESSION, MOST OF THOSE BEING FROM CNU MEMBERS

Context Sensitive Solutions
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cnu ite manual

WHAT IT REPRESENTS

COMMENTS RECEIVED:

CNU MEMBERS' PRIMARY CONCERNS

- CONCERN ABOUT BIAS OF DOCUMENT; ASSUMES TRADE-OFF BETWEEN LAND ACCESS AND MOBILITY, AND ASSUMES MOBILITY IS VEHICULAR
- MERGING THOROUGHFARE TYPE WITH FUNCTIONAL CLASSIFICATION FAILS TO RECOGNIZE SUCCESSFUL THOROUGHFARES / SUCCESSFUL DESIGN
- CONCERN ABOUT MERGING “DESIGN SPEED” WITH “TARGET SPEED”
- METHODOLOGIES FOR LIMITING SPEEDS IS STILL NEEDED

Context Sensitive Solutions
in Designing Major Urban Thoroughfares
for Walkable Communities

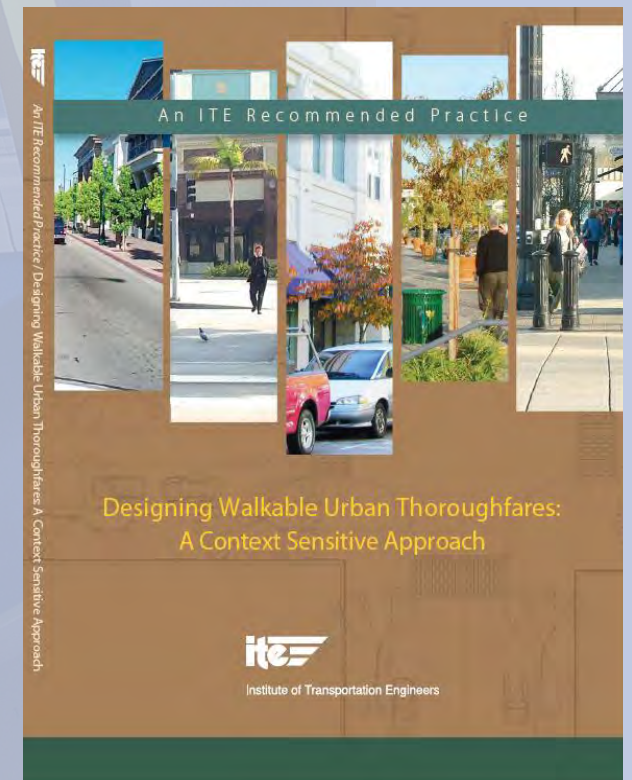
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cnu ite manual

WHAT IT REPRESENTS

WHERE THE DOCUMENT IS NOW

- EACH OF THE 1,000 COMMENTS HAS BEEN RESPONDED TO
- NEW SECTIONS: RAIL AND BUS TRANSIT STREETS; MULTI-WAY BOULEVARDS; MAIN STREETS
- PUBLICATION DATE: DECEMBER 2009



conclusion

CNU AS A PARTNER

- CNU AS A PARTNER AND COLLABORATOR IN POLICY, GUIDANCE AND RESEARCH
- ORGANIZATION'S STRENGTH COMES FROM PRACTITIONERS' EXPERIENCE IN A VARIETY OF FIELDS
- IN EVERY REGION OF THE US AND INTERNATIONALLY
- MEMBERS: ENGINEERS, PLANNERS, ARCHITECTS, DEVELOPERS AND ELECTED OFFICIALS
- NATIONAL ORGANIZATION SUPPORTS MEMBERS IN ADVOCACY AND PRACTICE
- RECOGNIZES THE VALUE OF TRANSPORTATION SAFETY RESEARCH

WE CAN ALL AGREE ON SAFETY

- SAFETY IS KEY TO MAKING BETTER STREETS
- SAFETY IS KEY TO MAKING GREAT PLACES
- NEED TO WORK TOGETHER
- SHIFT FROM SINGLE-ISSUE FOCUS TO MULTI-DISCIPLINARY TEAM APPROACH TO RESEARCH, POLICY, DESIGN AND PRACTICE



SERA + URBSWORKS PROJECT: WALNUT STATION MIXED USE CENTER, EUGENE, OREGON | VISUAL SIMULATION BY URBAN ADVANTAGE



SERA + URBSWORKS PROJECT: WALNUT STATION MIXED USE CENTER, EUGENE, OREGON | VISUAL SIMULATION BY URBAN ADVANTAGE



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initiatives

CNU PROJECT FOR TRANSPORTATION REFORM

SEVERAL MAJOR EFFORTS TO REFORM NATIONAL STANDARDS,
INCLUDING:

THE CNU/ITE URBAN THOROUGHFARES MANUAL

[HTTP://WWW.CNU.ORG/STREETS](http://www.cnu.org/streets)

THE CNU/EPA EMERGENCY RESPONSE AND STREET DESIGN [HTTP://WWW.CNU.ORG/EMERGENCYRESPONSE](http://www.cnu.org/emergencyresponse)

CNU'S PARTNERSHIP WITH THE UNITED STATES GREEN BUILDING COUNCIL AND THE NATURAL RESOURCES DEFENSE COUNCIL TO CREATE THE FIRST CERTIFICATION SYSTEM FOR NEIGHBORHOOD-SCALE GREEN DEVELOPMENT (LEED-ND)

THE NETWORKS INITIATIVE

[HTTP://WWW.CNU.ORG/NETWORKS](http://www.cnu.org/networks)

UPCOMING EVENTS

ANNUAL CNU PROJECT FOR TRANSPORTATION REFORM SUMMIT
PORTLAND, OREGON
NOVEMBER 4-6, 2009



