

Building Livable Streets

Keys to Meeting Transportation Expectations



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Transportation investments are powerful and far-reaching.

Grin & Bear It

By Fred Wagner



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"We're gonna need roads...lots of 'em!"



What makes Savannah, Savannah?



Building and Land Uses – Like on River Street?



Events – Like the St. Patrick's Day Parade?



People – Like SCAD Students and Faculty?

What Makes Savannah, Savannah?

Land Uses?
Events?
People?

No, not really.
People, businesses, events - including us –
are temporary.



Buildings?

What Makes Savannah, Savannah? Buildings?

Most of Savannah's buildings are older than the people or businesses or events that occupy them . . . but they are still
are temporary.



Squares?

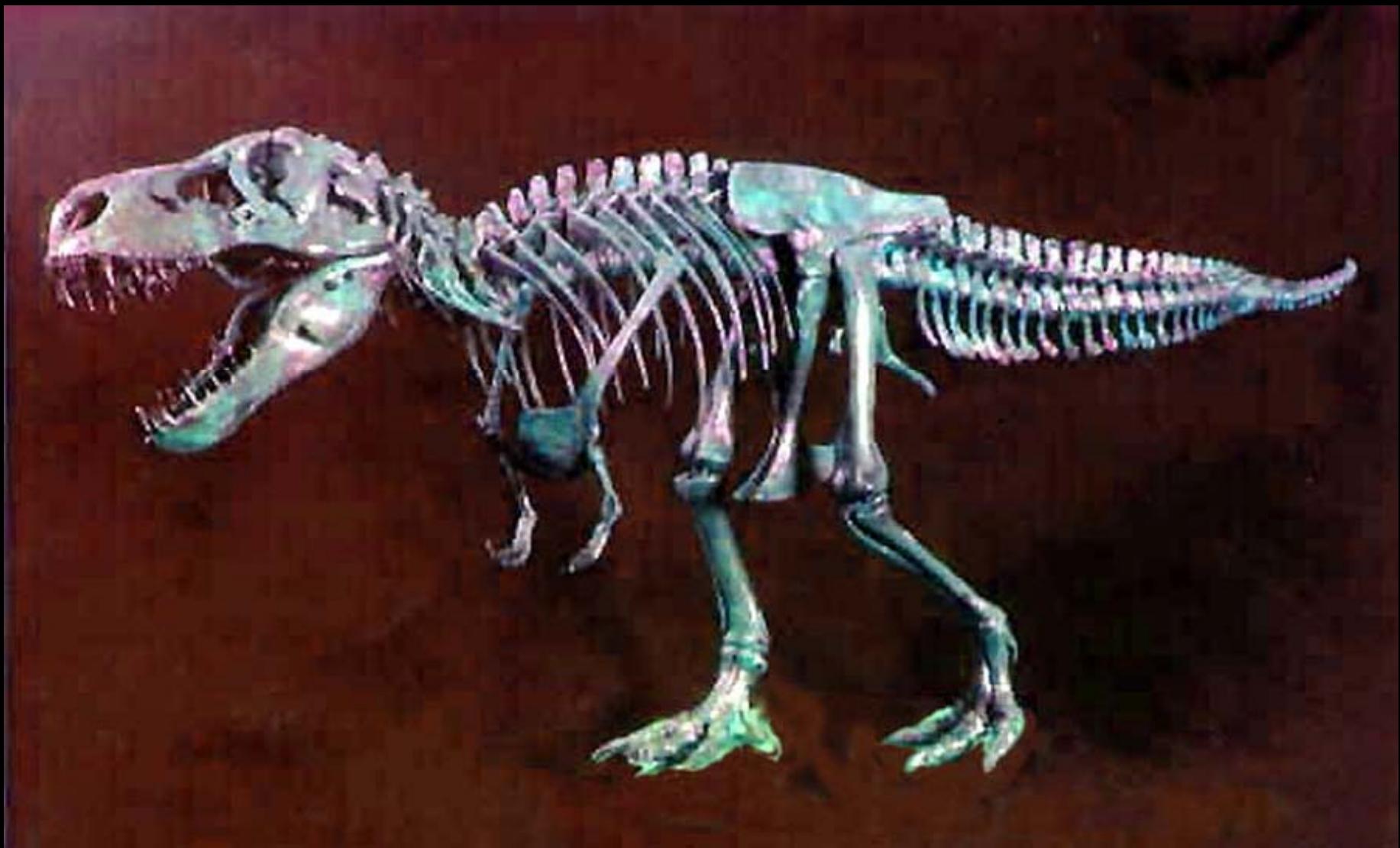


Streets?

What Makes Savannah, Savannah?

**Its Squares
&
Its Streets**

Bone Structure



Bone Structure



City Place, West Palm Beach, Florida



City Place, West Palm Beach, Florida

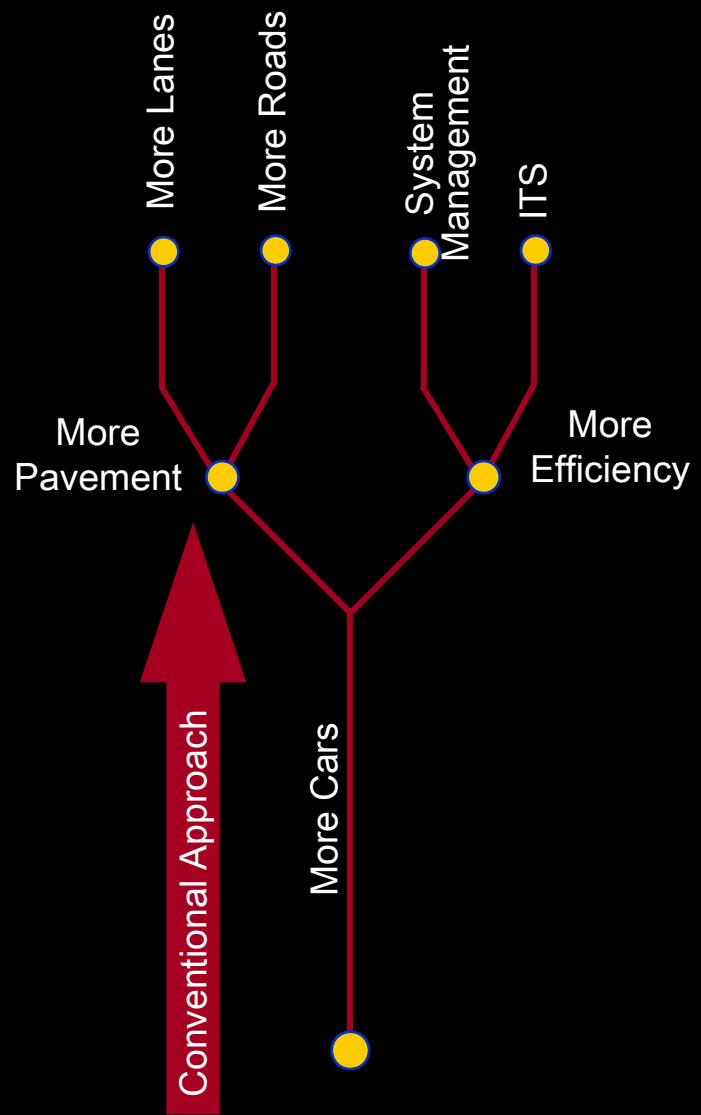


City Place, West Palm Beach, Florida

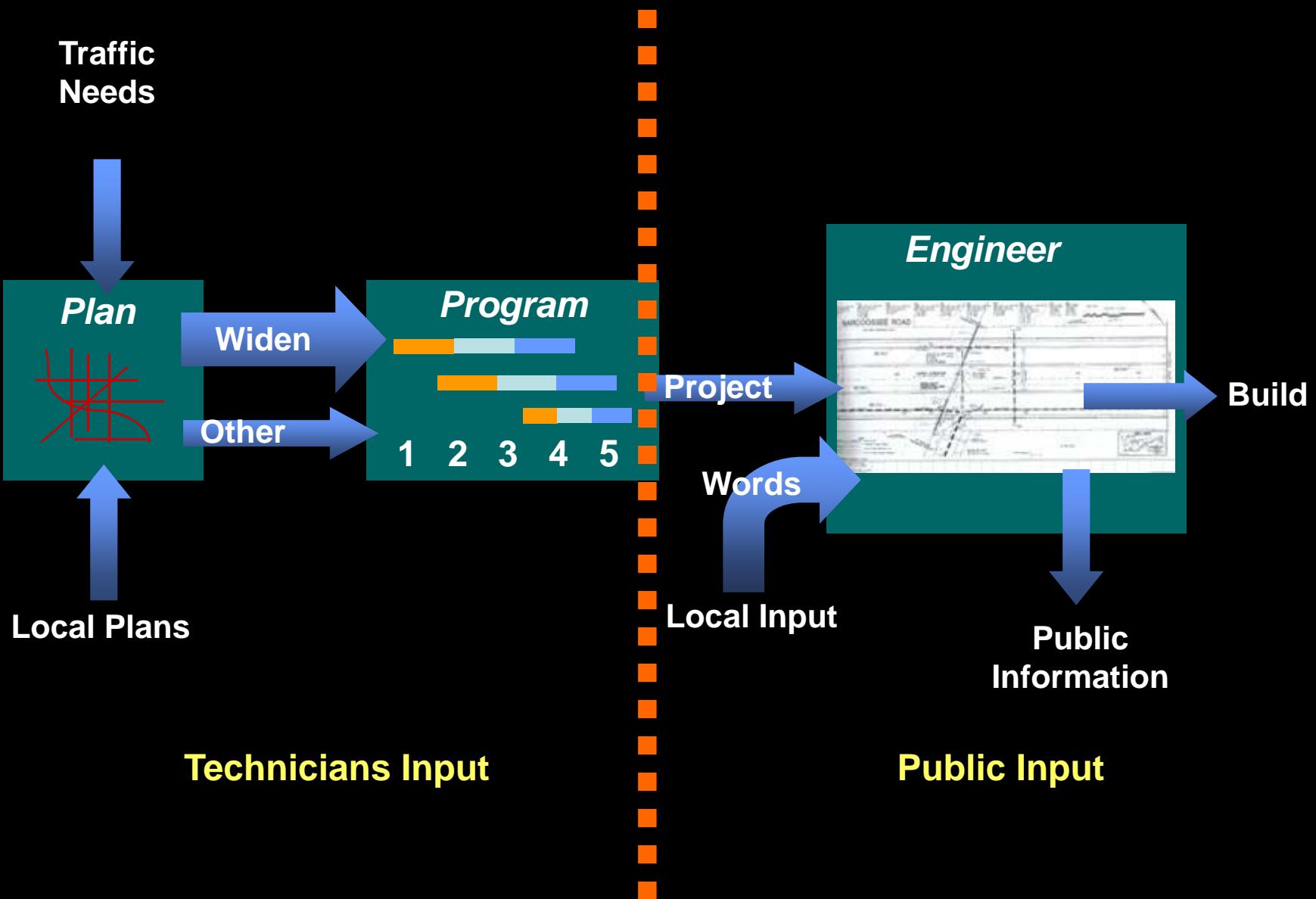


Transportation / Land Use Connection

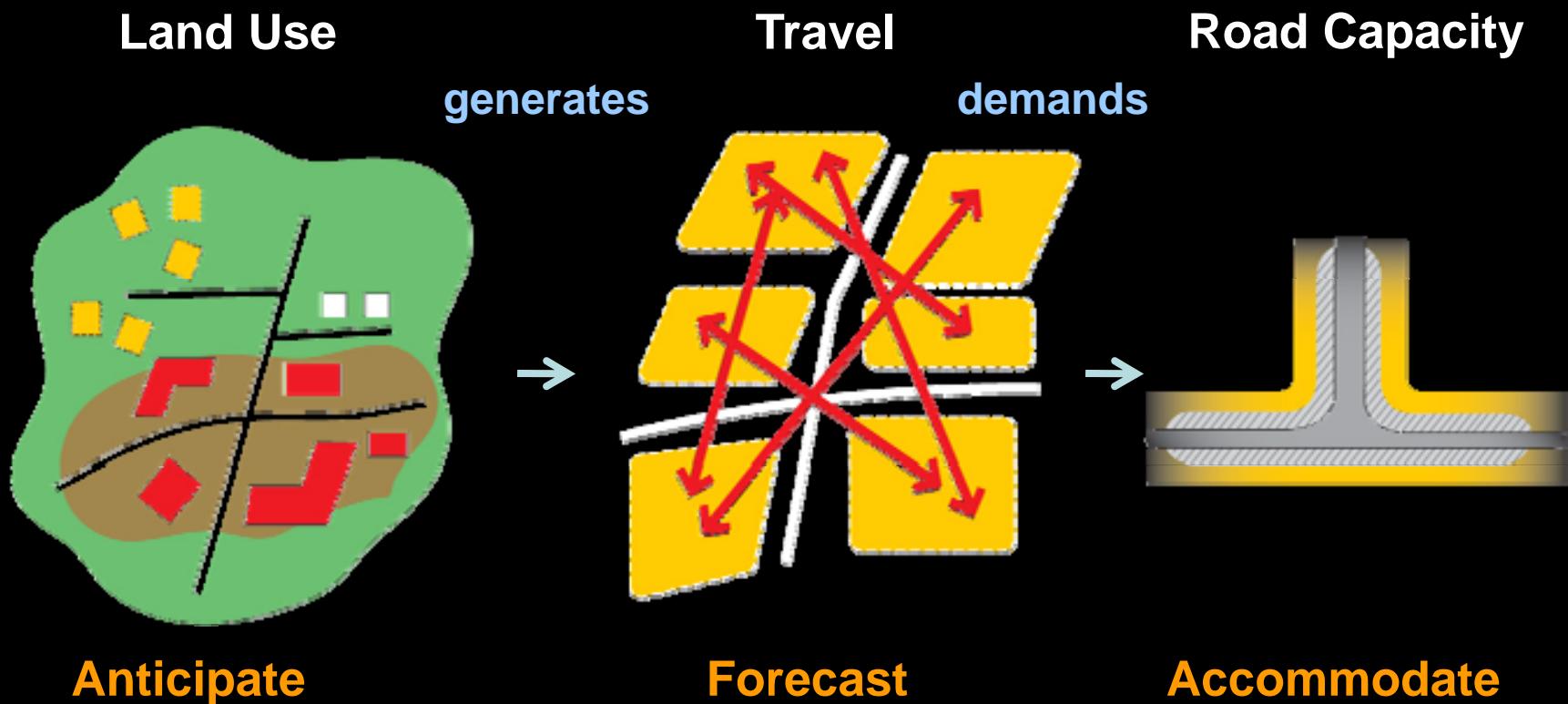
Conventional Approach



Typical Regional Program



Land Use/Transportation “The Concept”





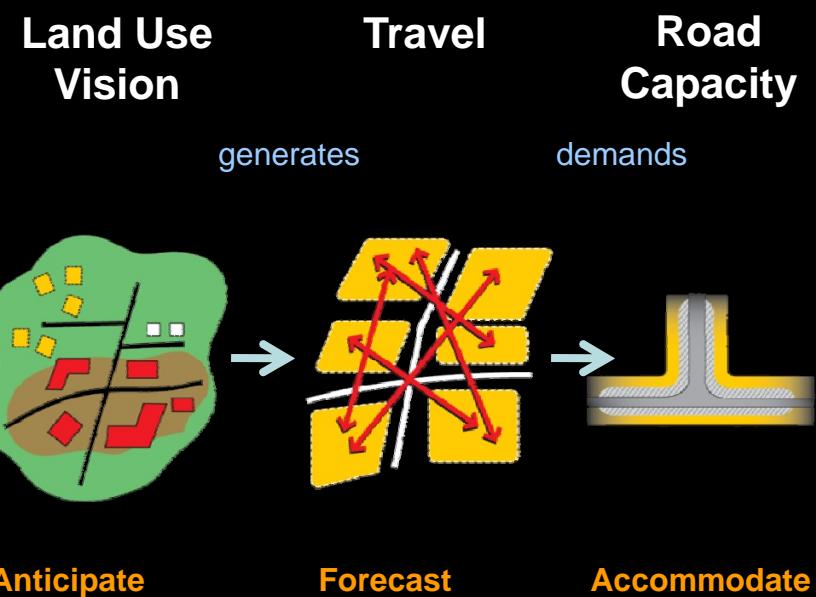
Land Use Patterns are Dictated by Transportation Facility Design



Land Use Patterns are Dictated by Transportation Facility Design

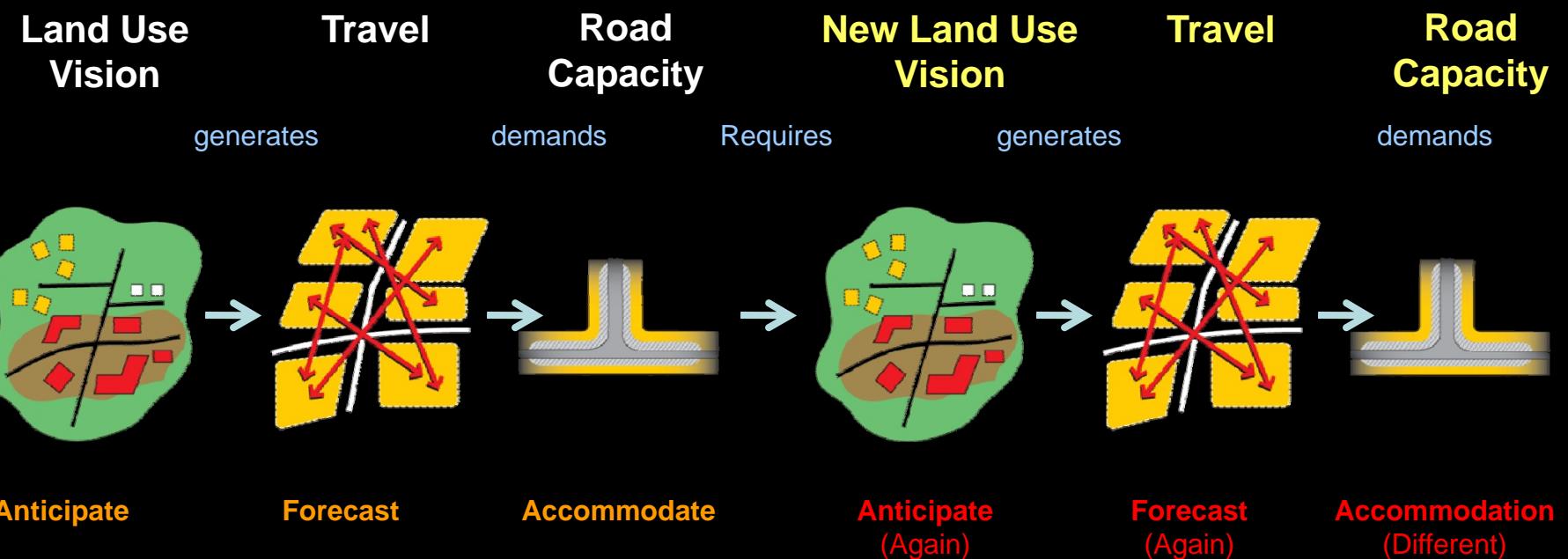
Land Use/Transportation

“The Reality”

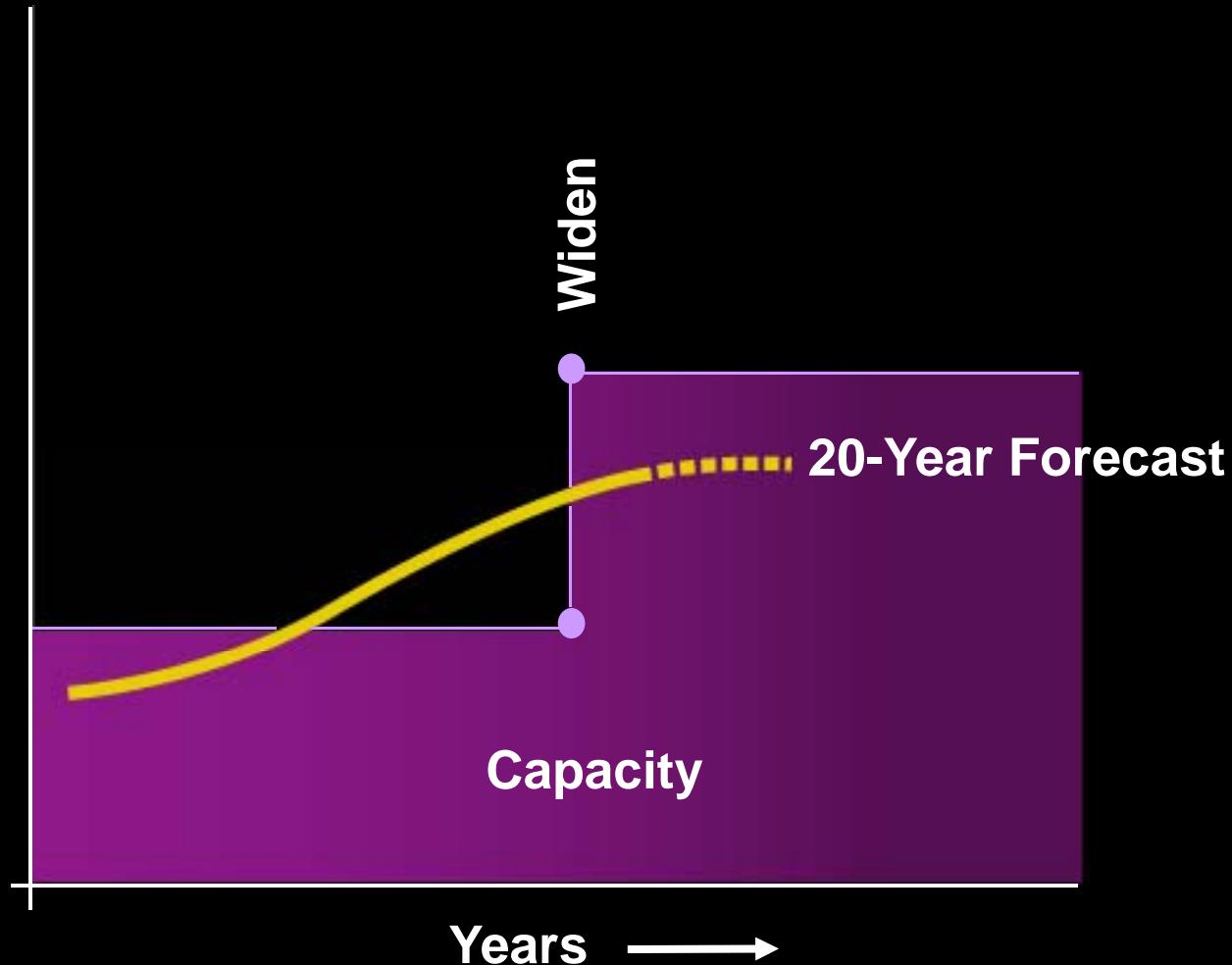


Land Use/Transportation

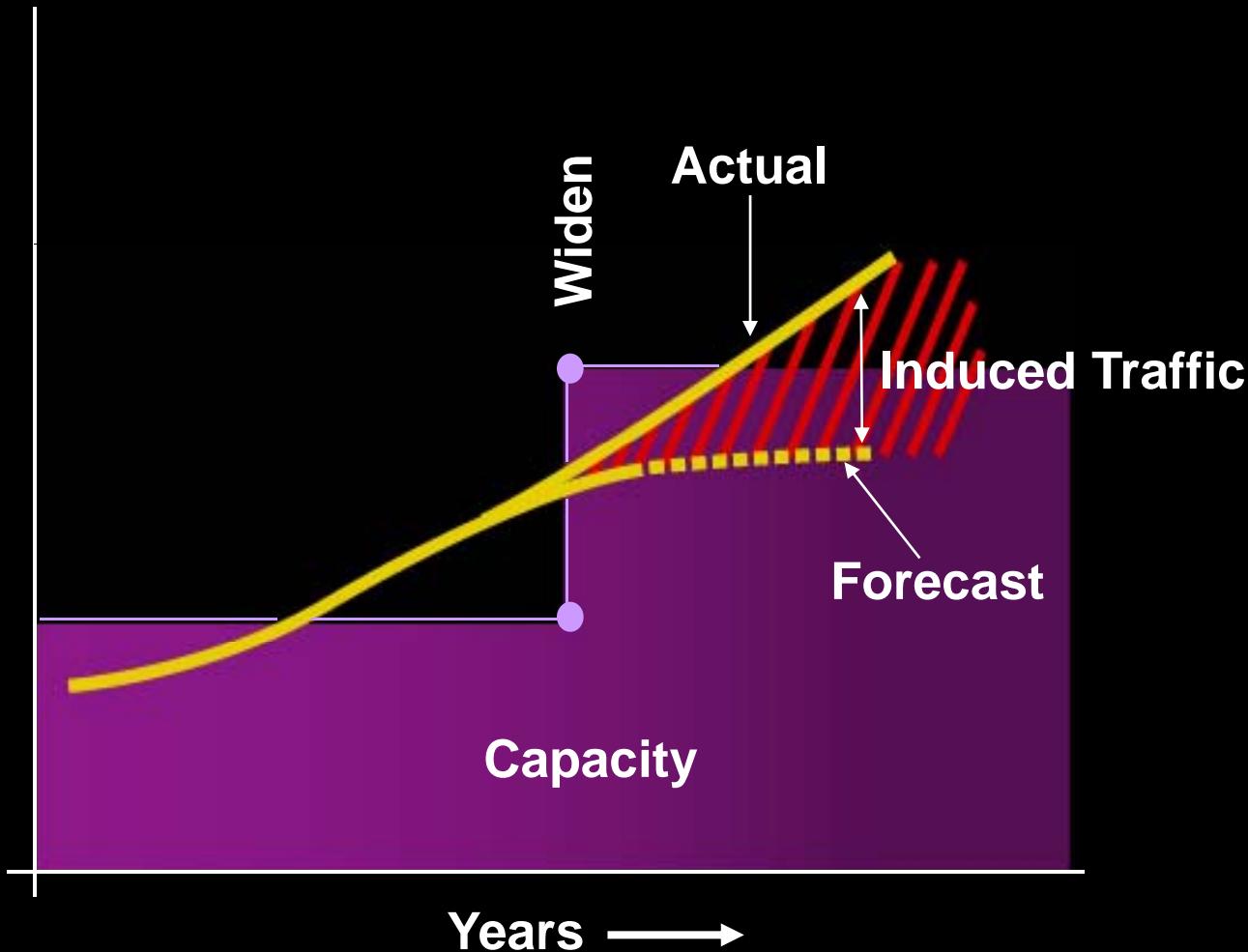
“The Reality”



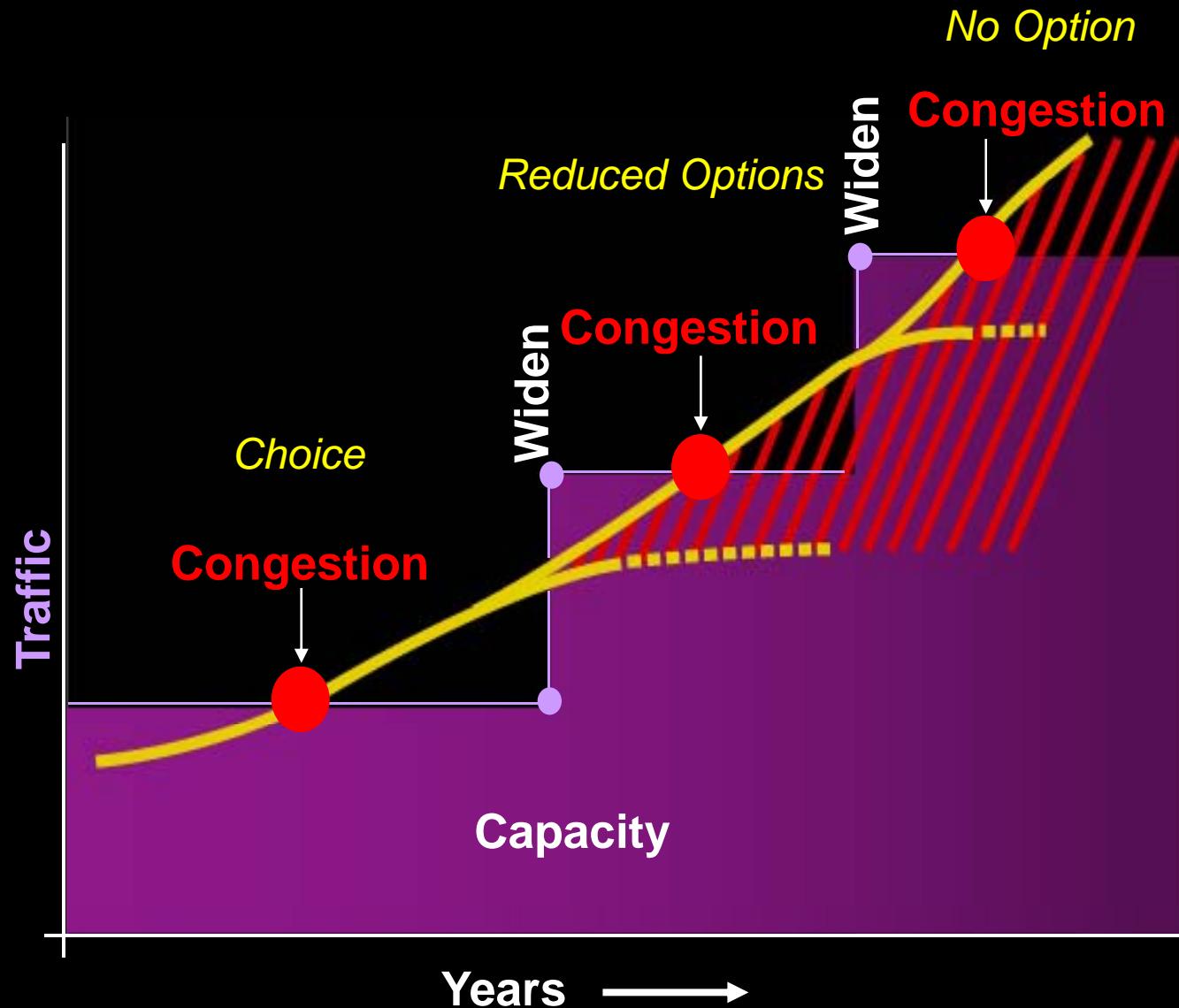
Land Use & Transportation – Ideal Traffic Planning



Land Use & Transportation – The Reality



Larger Roads Limit Transportation and Land Use Choices

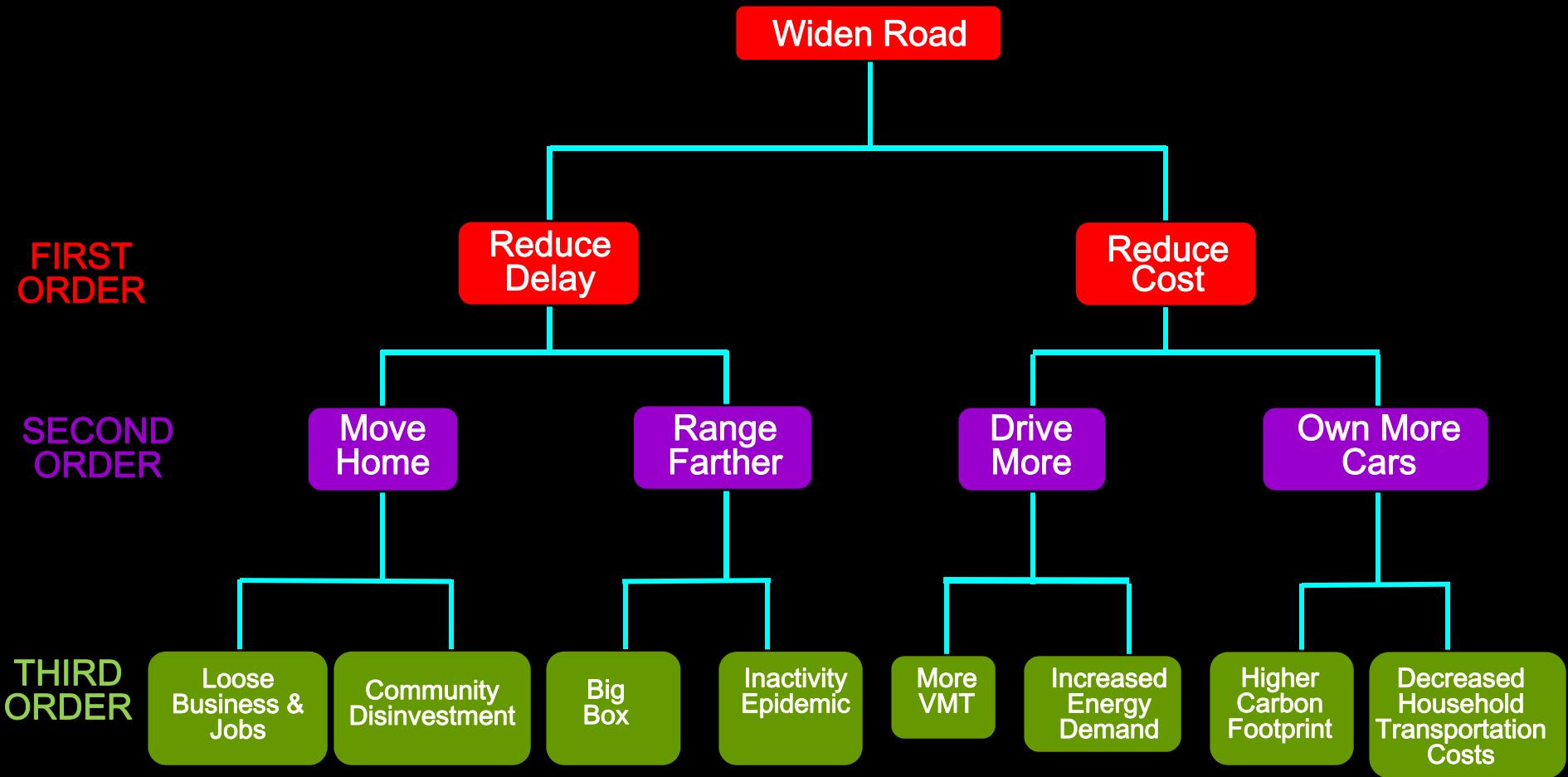




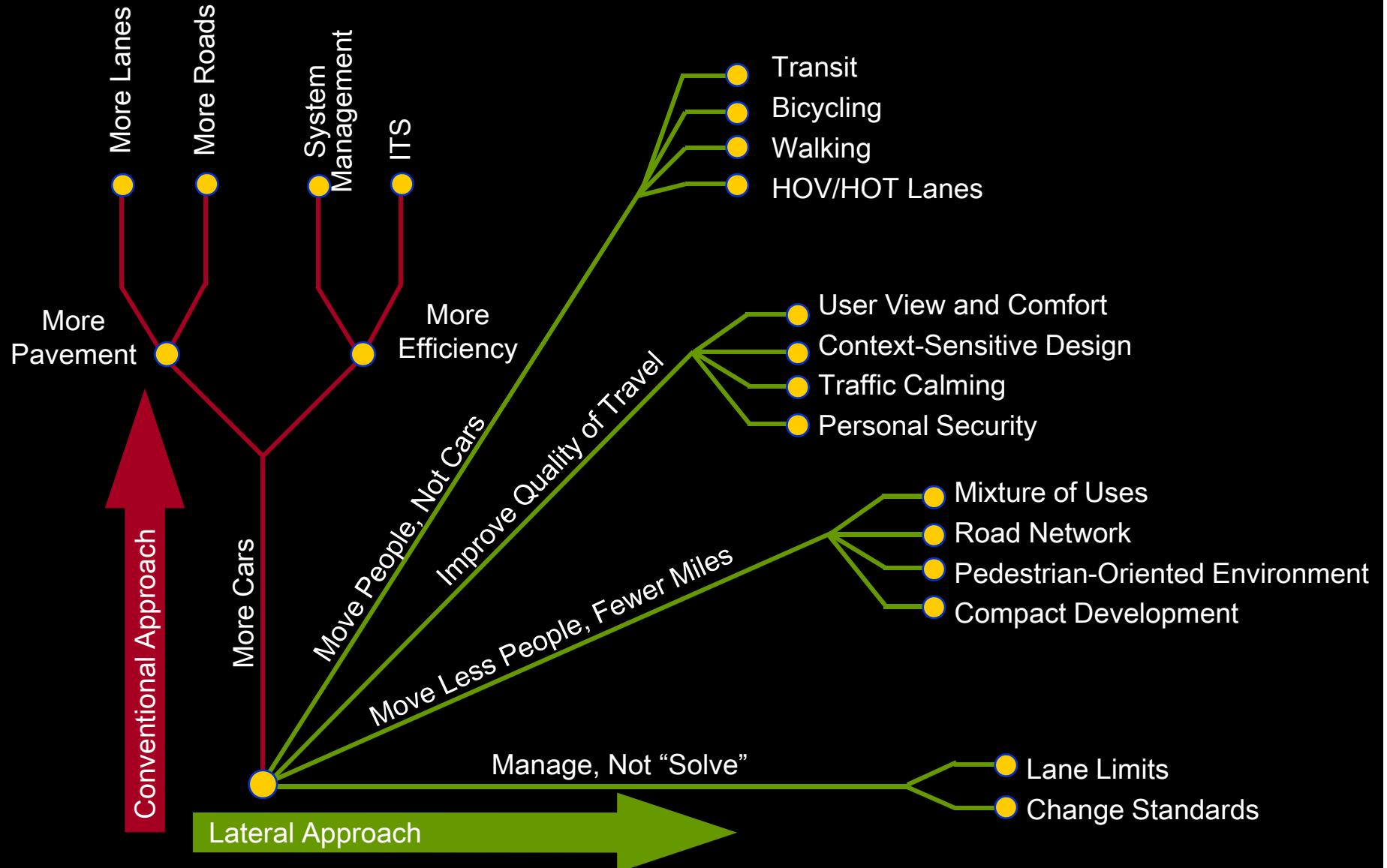
An aerial photograph of a highway interchange in a suburban area. The highway has four lanes in each direction, separated by a central median. A large roundabout is located at the center of the interchange. To the left of the highway is a large parking lot for a shopping mall, and to the right is a strip mall with several businesses, including a "COUNTRY KITCHEN" restaurant. The surrounding area is a mix of green trees and developed land. Red text is overlaid on the image, reading "Can't Be Improved Further".

Can't Be Improved Further

Chain of Impacts

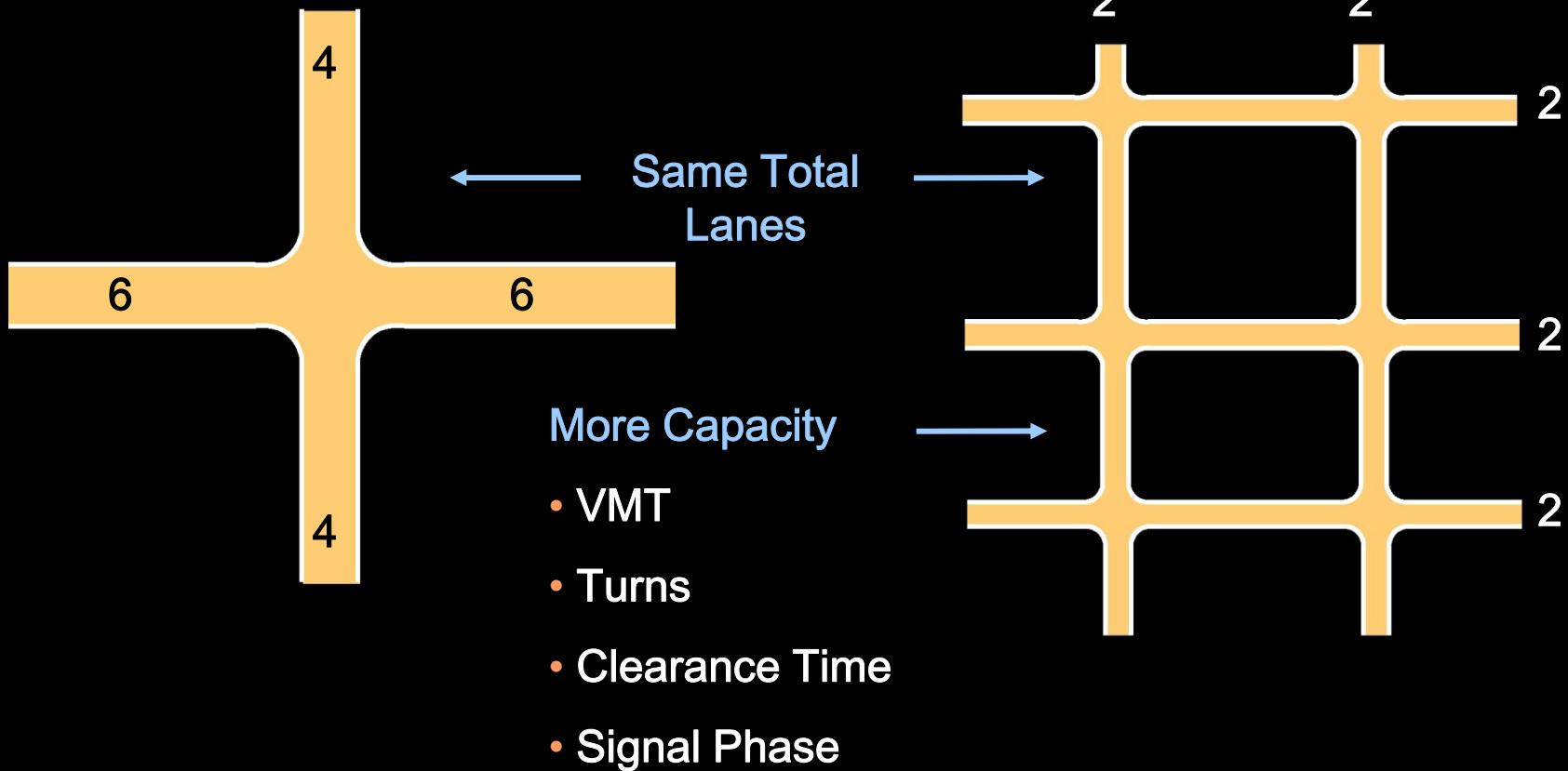


Principles of Livable Transportation



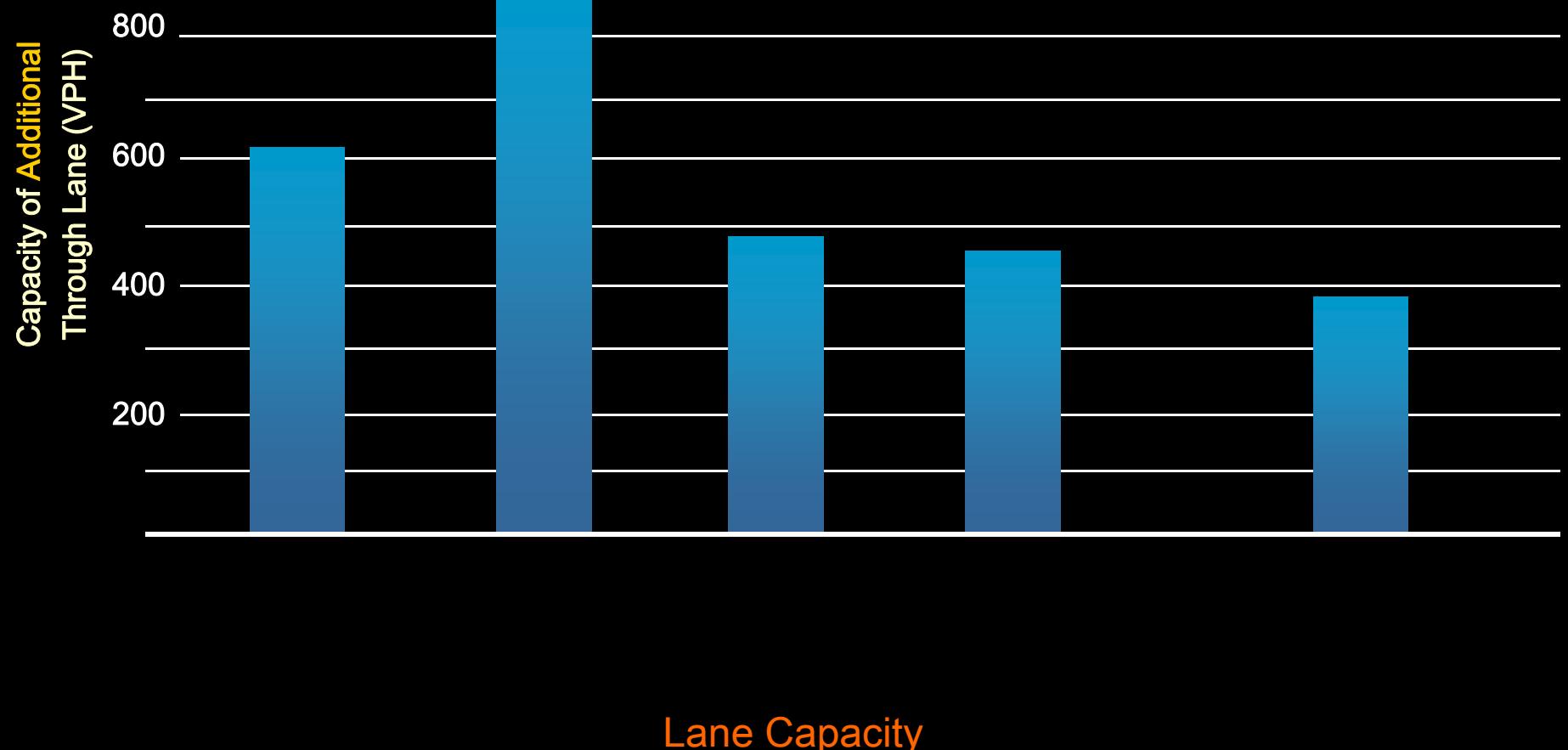
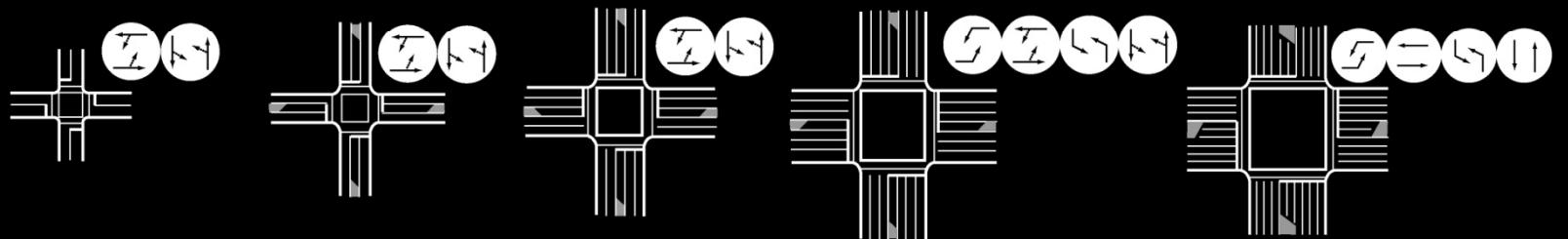
Reframing Key Transportation Conventions

DESIGN TRAFFIC - Defining the Context

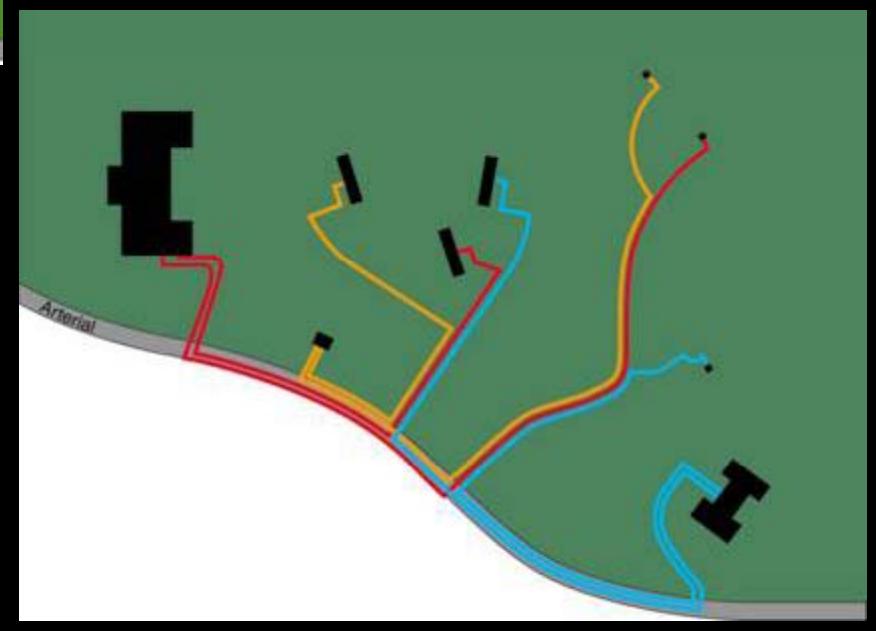
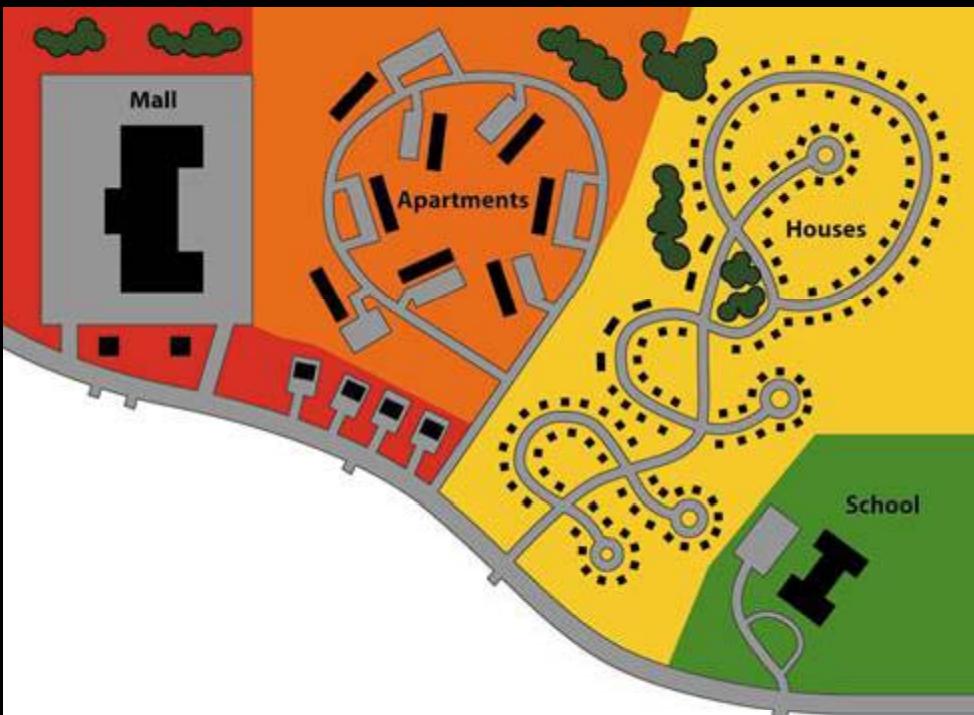


Benefits of Network

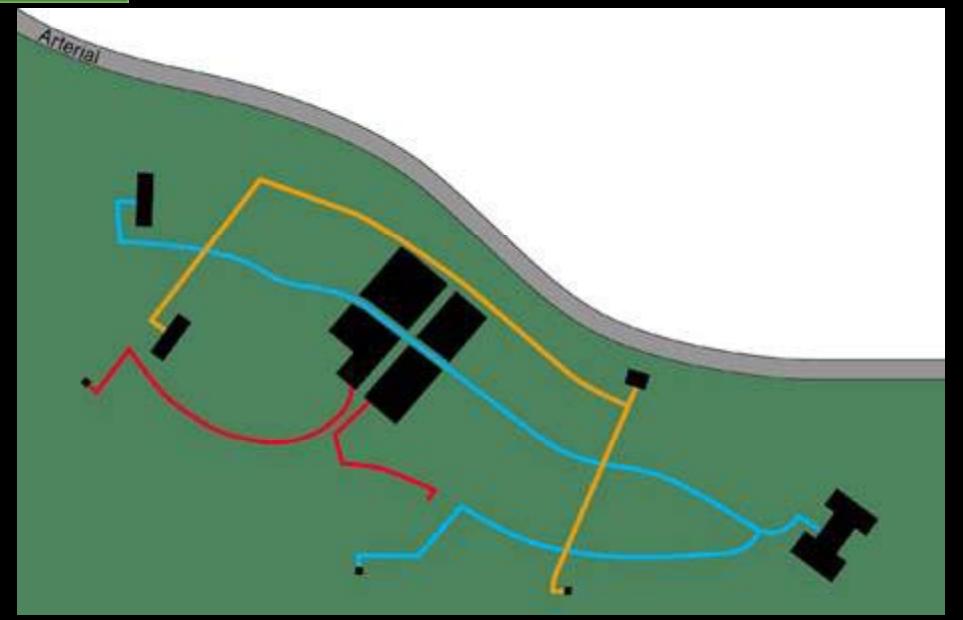
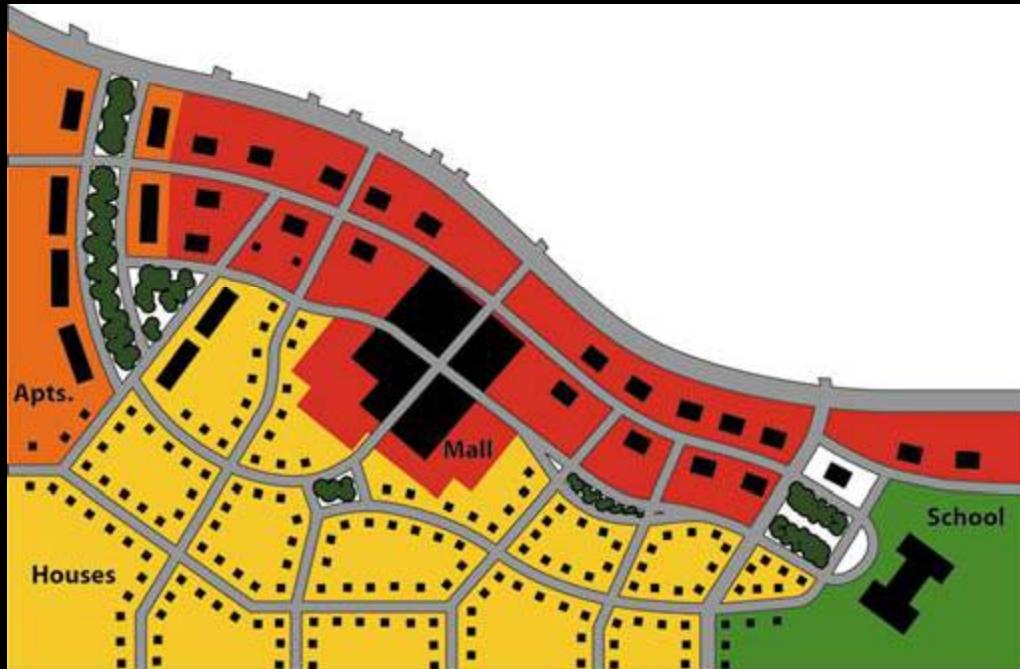
Reframing Key Transportation Conventions
DESIGN TRAFFIC - Defining the Context



No Network – BIG ROADS



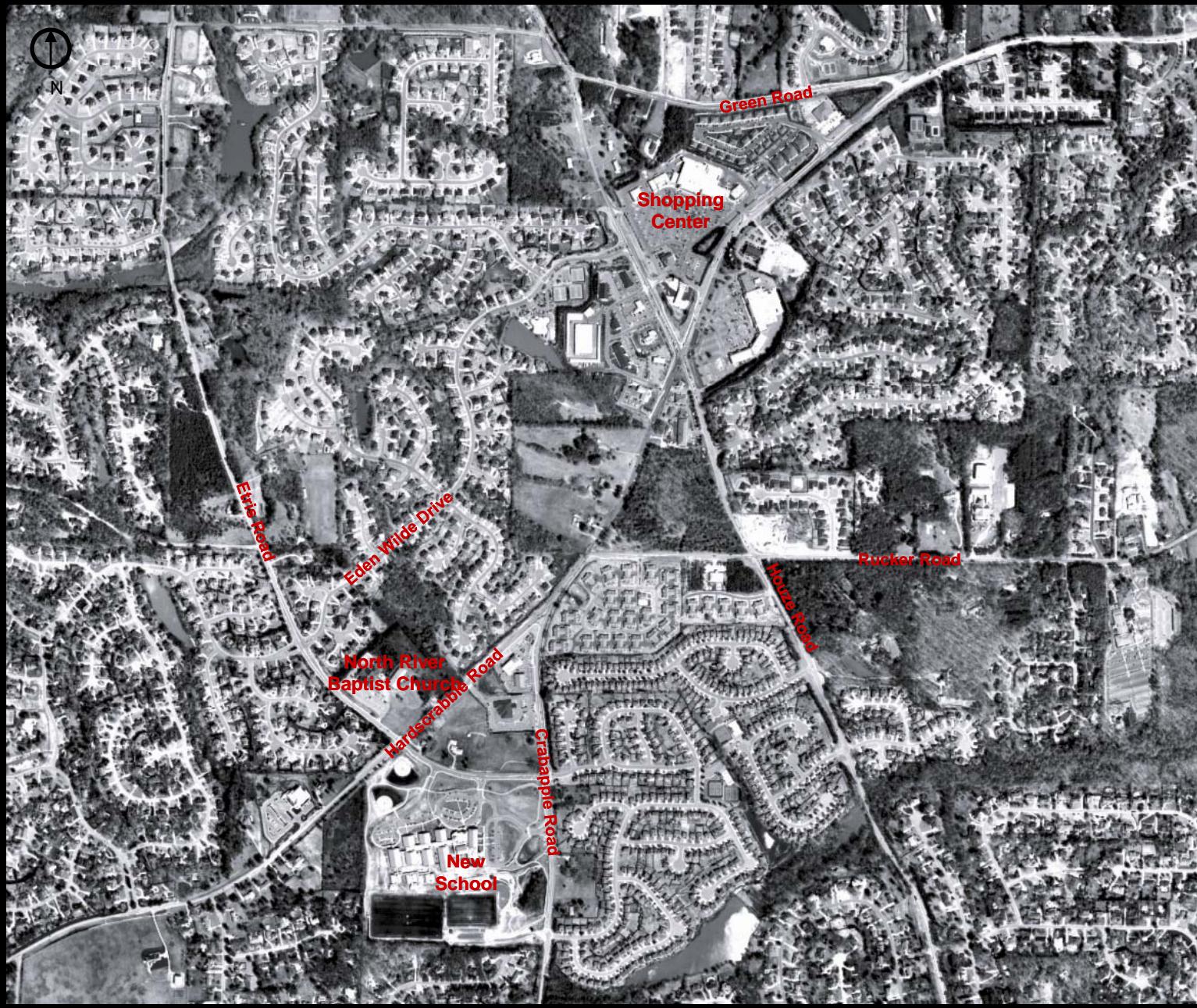
Connected Network – SMALL ROADS



Connectivity

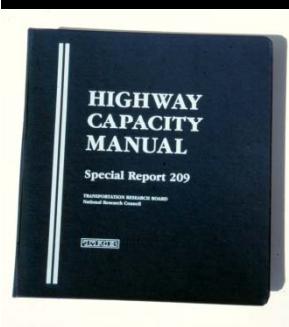
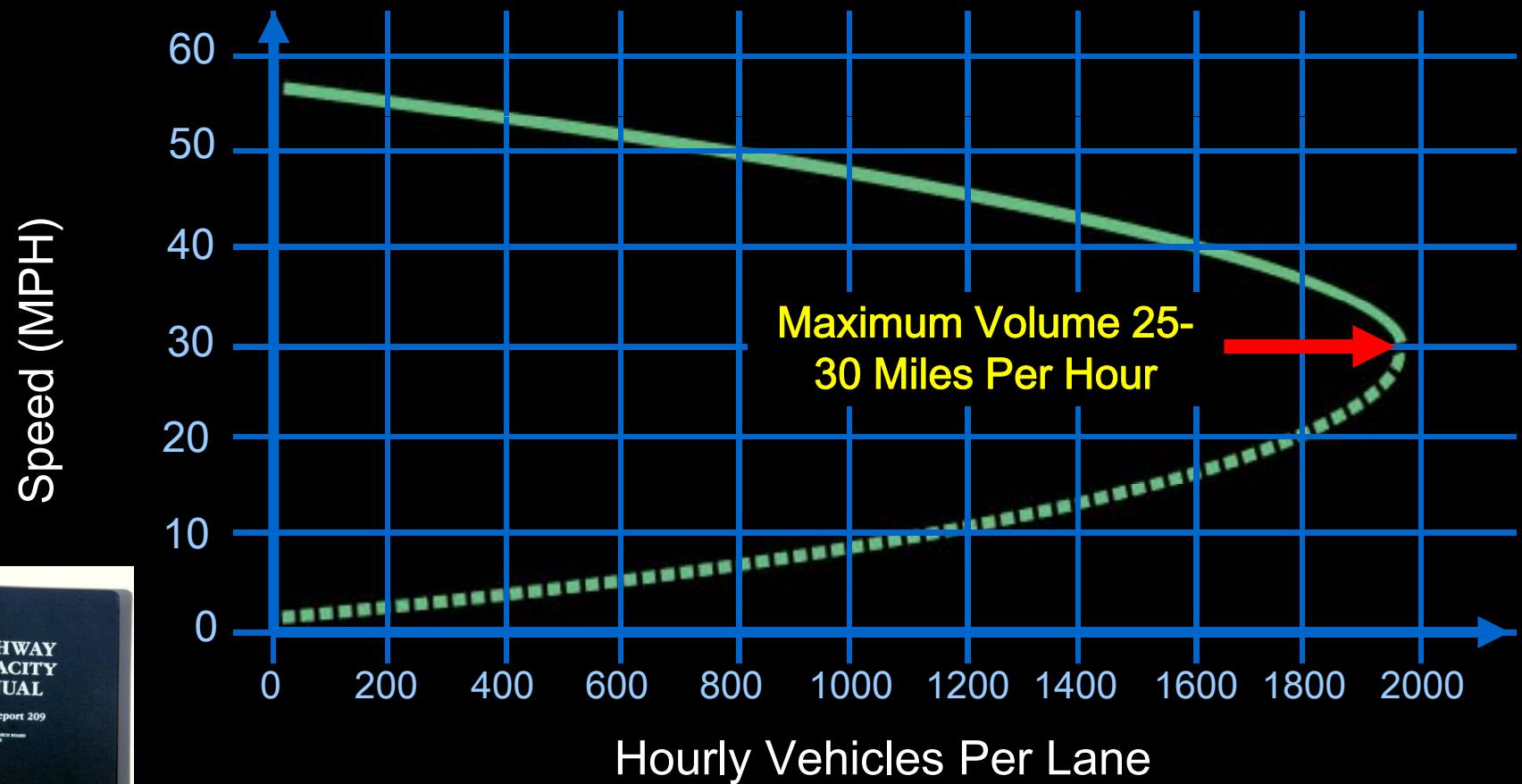


Connectivity

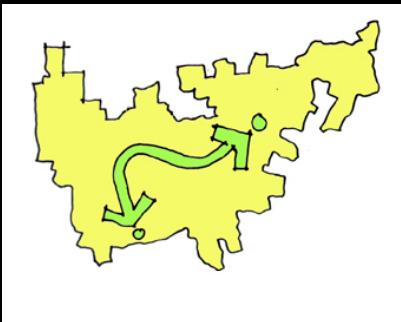


Reframing Transportation Conventions

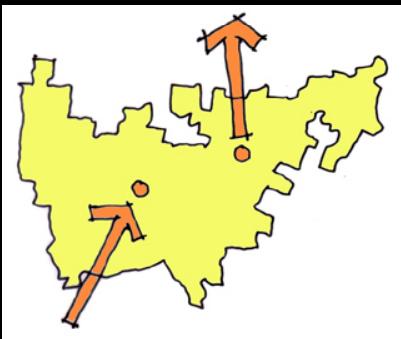
DESIGN TRAFFIC – Speed / Flow Relationship



Reframing Key Transportation Conventions DESIGN TRAFFIC - Understanding Travel Patterns

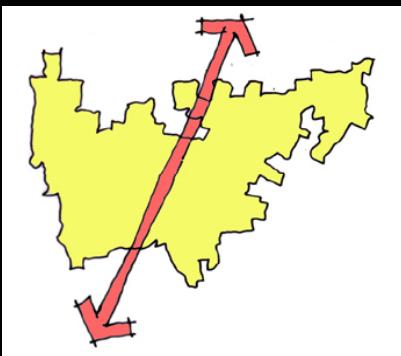


- **Internal Travel** – Preserve the capacity and quality of local streets for travel made entirely within the City.



- **Local Travel** – Make selective, precisely targeted capacity improvements, on the City's own terms, for trips beginning in (by residents of) Roswell and trips ending in (by visitors to) Roswell.

SELECT LINK ANALYSIS



- **Through Travel** – For regional through trips - neither beginning nor ending in the City.



Through Traffic Needs

- Land Use Context less important
- Higher travel speeds
- Controlled Access
- Limited connectivity
- Walking and bicycling not alternatives
- Transit could be an alternative

Local Traffic Needs

- Land Use Context Very Important
- Lower travel speeds
- Open Access
- Good connectivity
- Walking, bicycling, & Transit are alternatives



Street Design

Design Speed, Geometrics & Safety

10 20 30 40 50

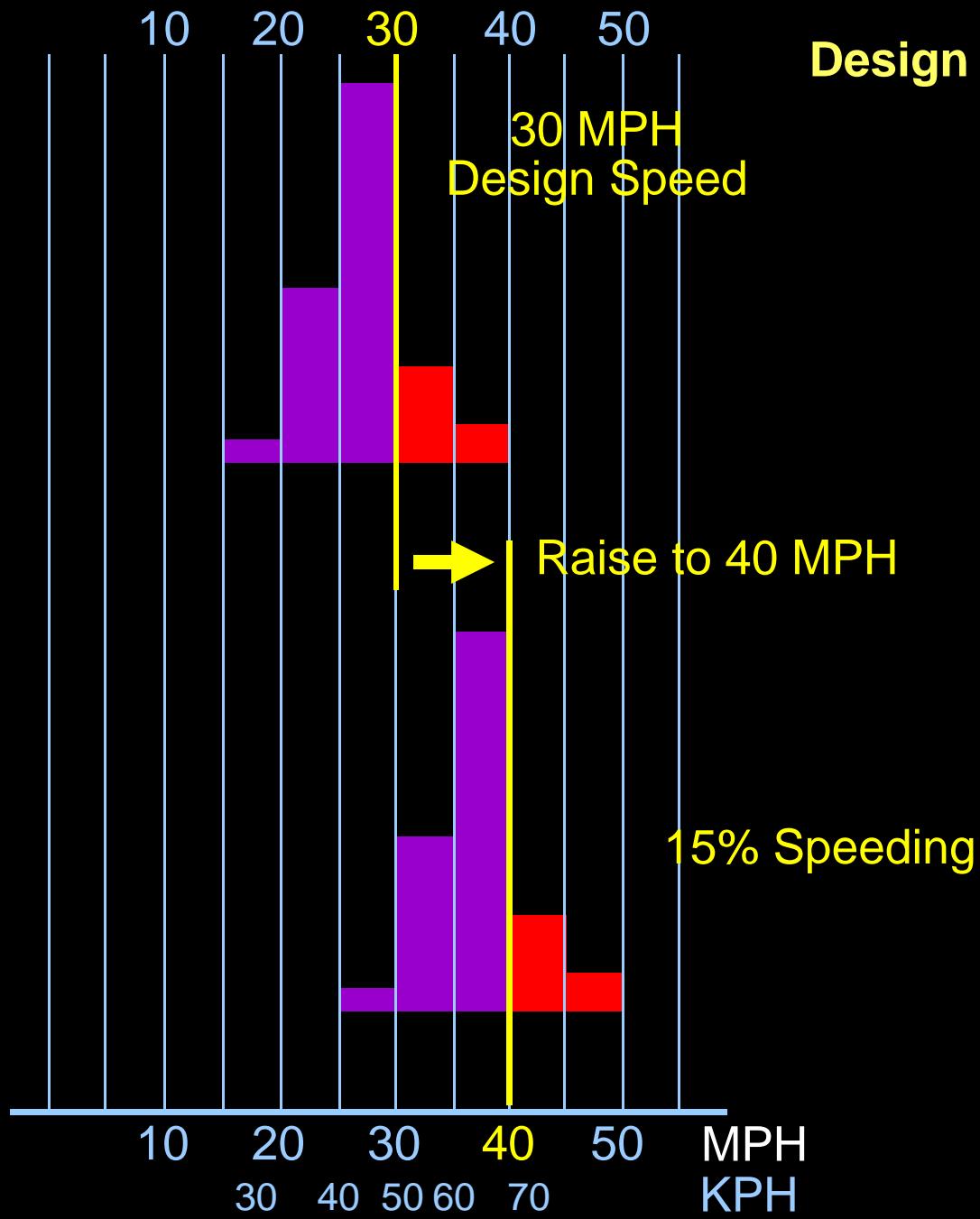
30 MPH
Design Speed

15% Speeding

10 20 30 40 50 60 70
MPH KPH

Street Design

Design Speed, Geometrics & Safety



Street Design
Design Speed, Geometrics & Safety

SPEED

p(killing pedestrian)

15 mph

3.5 %

31 mph

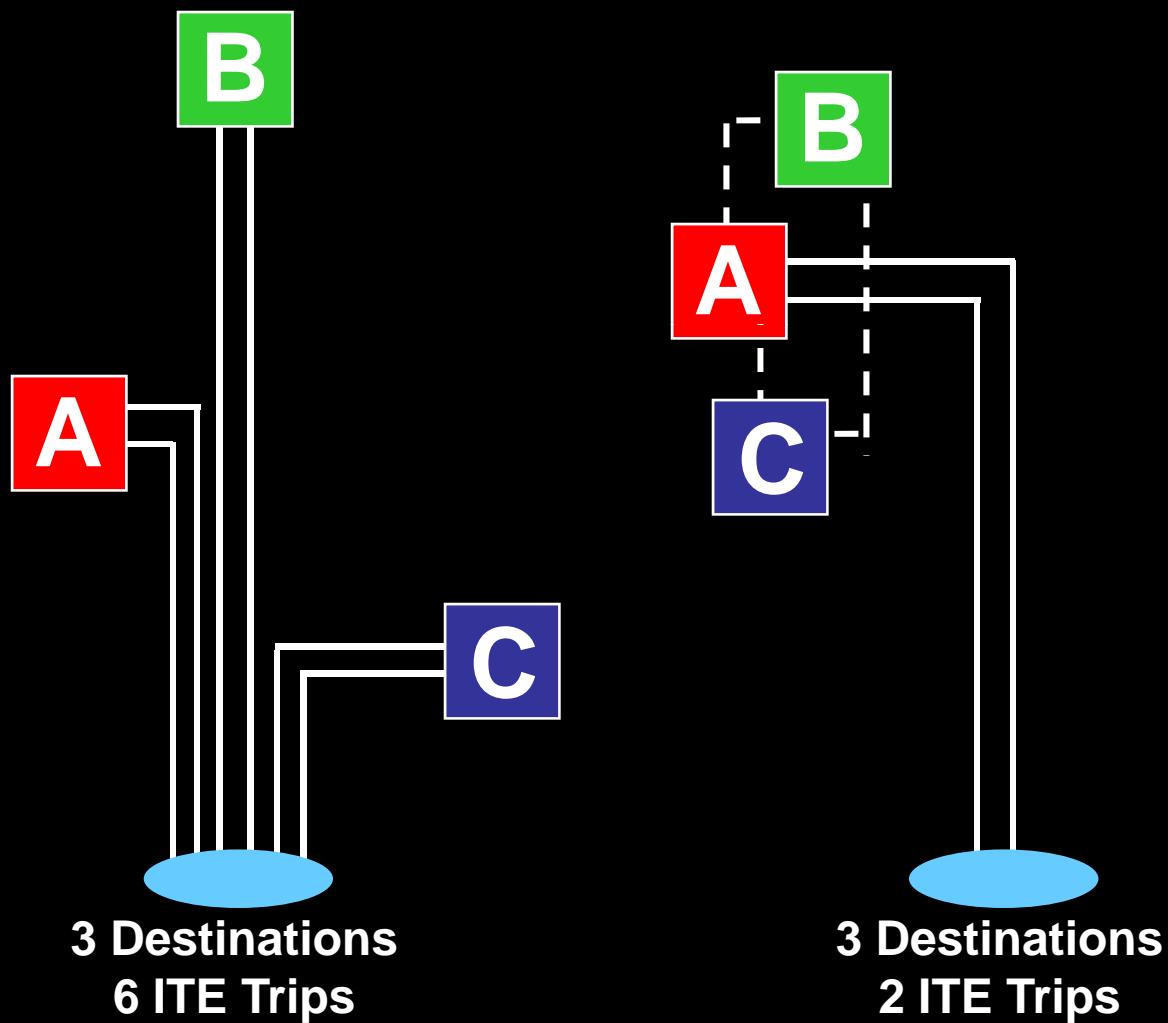
37.0 %

44 mph

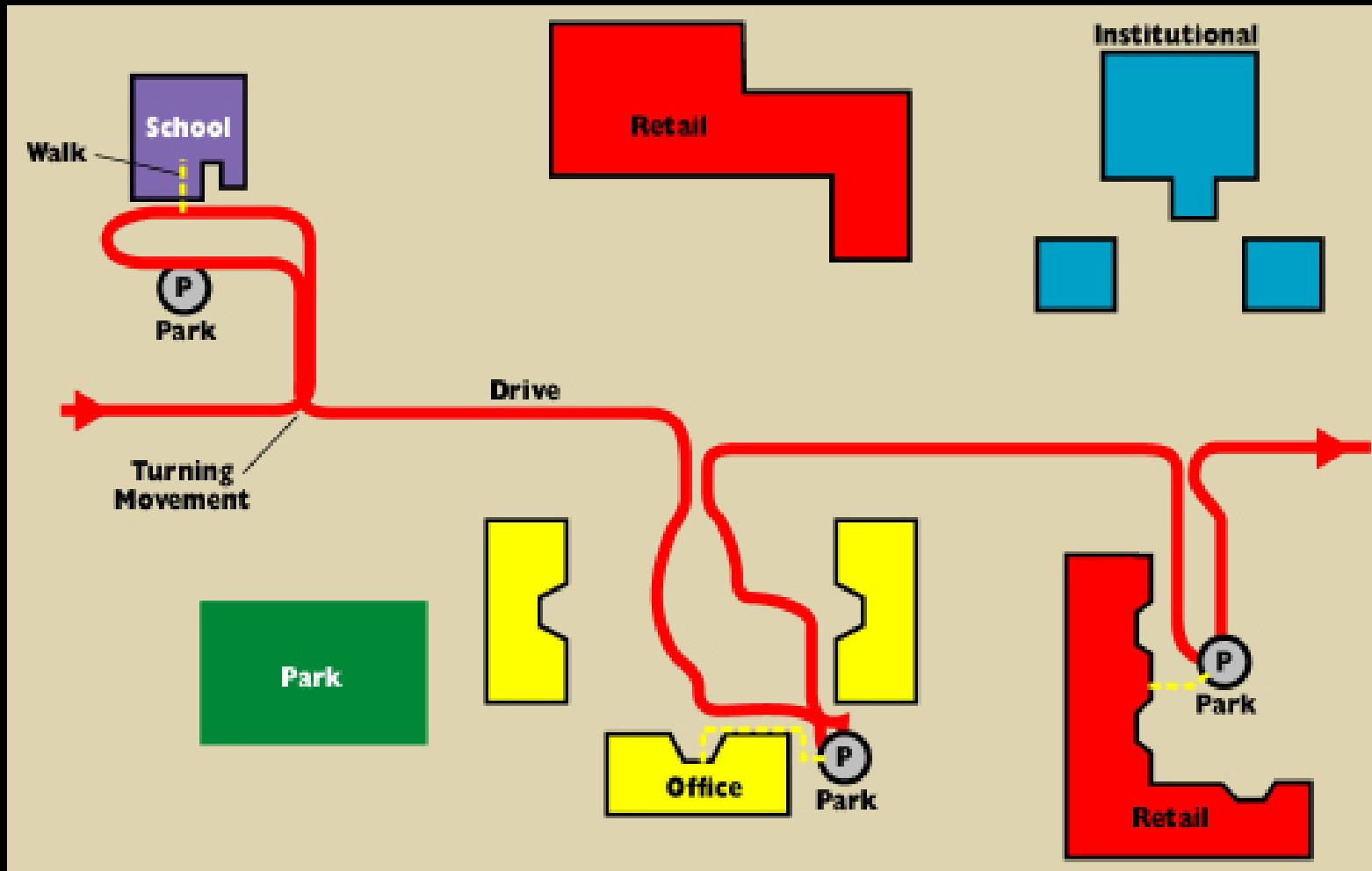
83.0 %

Land Use
Matters!

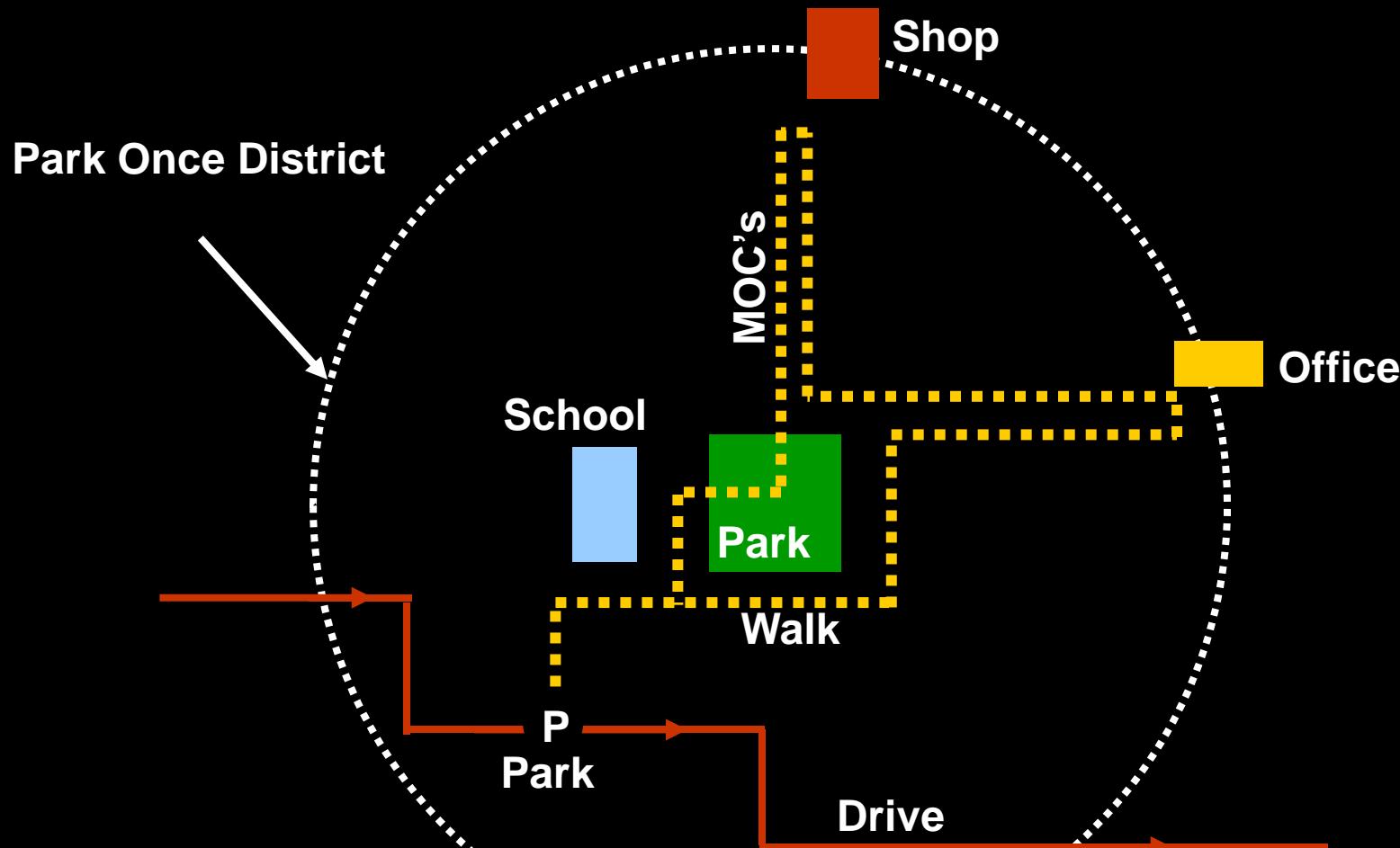
Enable Pedestrians - Disappearing Trips



Enable Pedestrians - Understand Differences in Urban Form



Enable Pedestrians - Understand Differences in Urban Form



Create a “Park-Once” Environment

Enable Pedestrians – They Can Make a Big Difference

Trip Purpose – Percentage of Total Trips

Trip Type	% By Trip Type	
Work	18.0%	
Work Related	2.6%	
Shopping	20.2%	"Errandsville"
Doctors & Dentist	1.5%	approximately
Family & Personal	24.2%	70% of all trips
Church & School	8.8%	occur within 3
Social Recreational	24.5%	miles of the
Other	0.2%	household
	100.0%	

Source: 1995 NPTS: Federal Highway Administration & New York Times

Respect the Street . . . It is a Part of the Public Realm



Developed by Steve Price
in association w/ Dover Kohl & Partners
& Glatting Jackson
for Johnson City, Tennessee

Respect the Street . . . It is a Part of the Public Realm



Developed by **Steve Price**
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Respect the Street . . . It is a Part of the Public Realm



Developed by Steve Price
in association w/ Dover Kohl & Partners
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for Johnson City, Tennessee



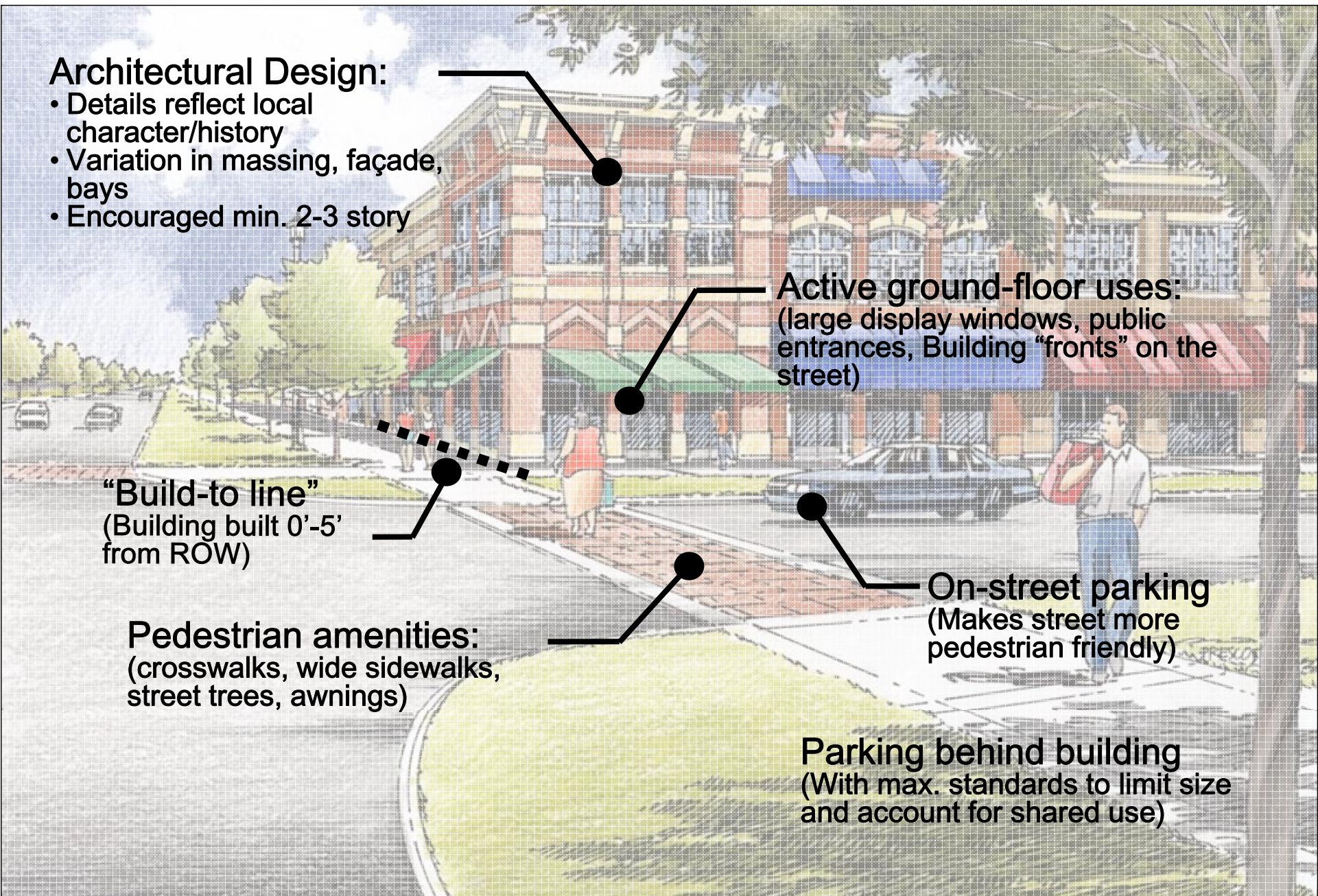
Change the Land Development Regulations



Change the Land Development Regulations



Change the Land Development Regulations



Architectural Design:

- Details reflect local character/history
- Variation in massing, façade, bays
- Encouraged min. 2-3 story

Active ground-floor uses:
(large display windows, public entrances, Building “fronts” on the street)

“Build-to line”
(Building built 0'-5' from ROW)

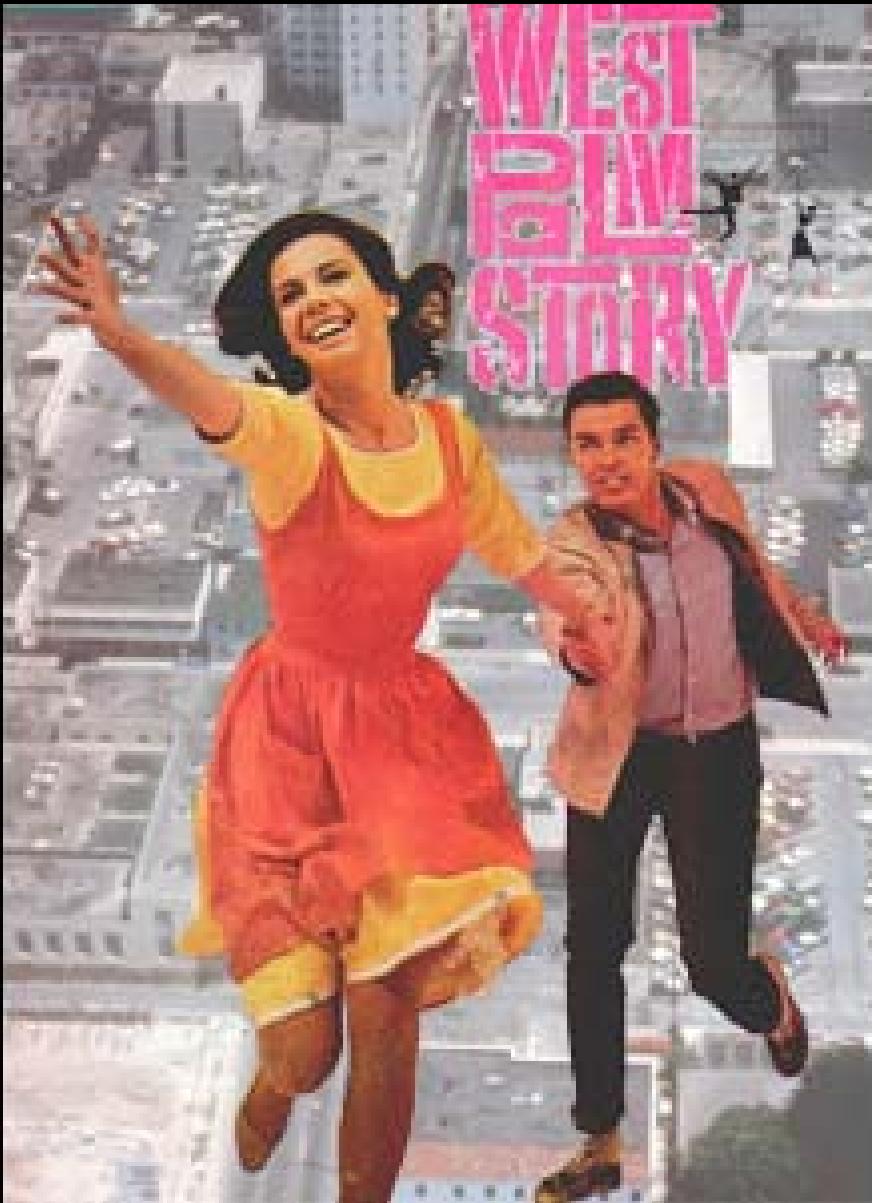
Pedestrian amenities:
(crosswalks, wide sidewalks, street trees, awnings)

On-street parking
(Makes street more pedestrian friendly)

Parking behind building
(With max. standards to limit size and account for shared use)

Change the Land Development Regulations

Some
Examples!













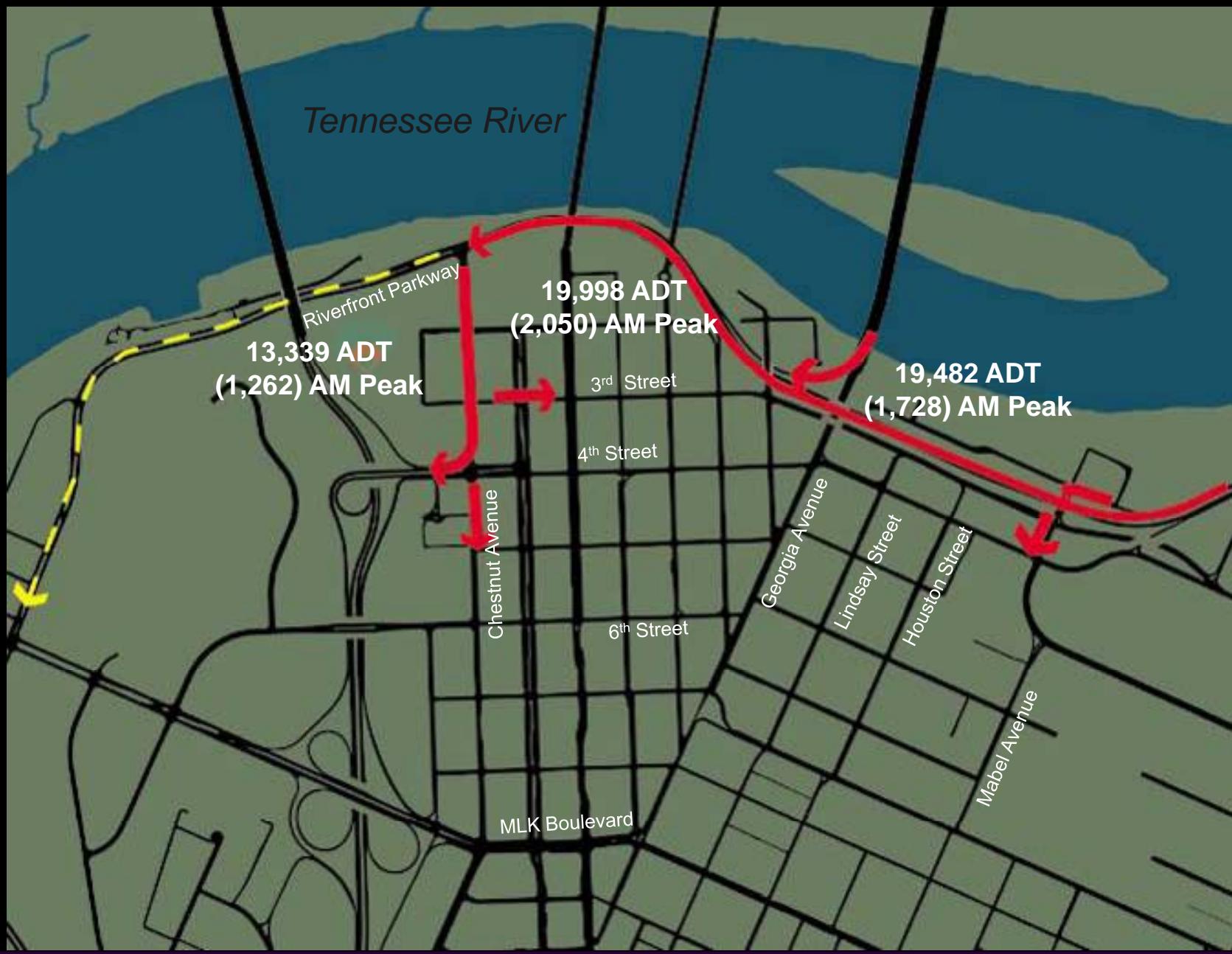


Riverfront Parkway

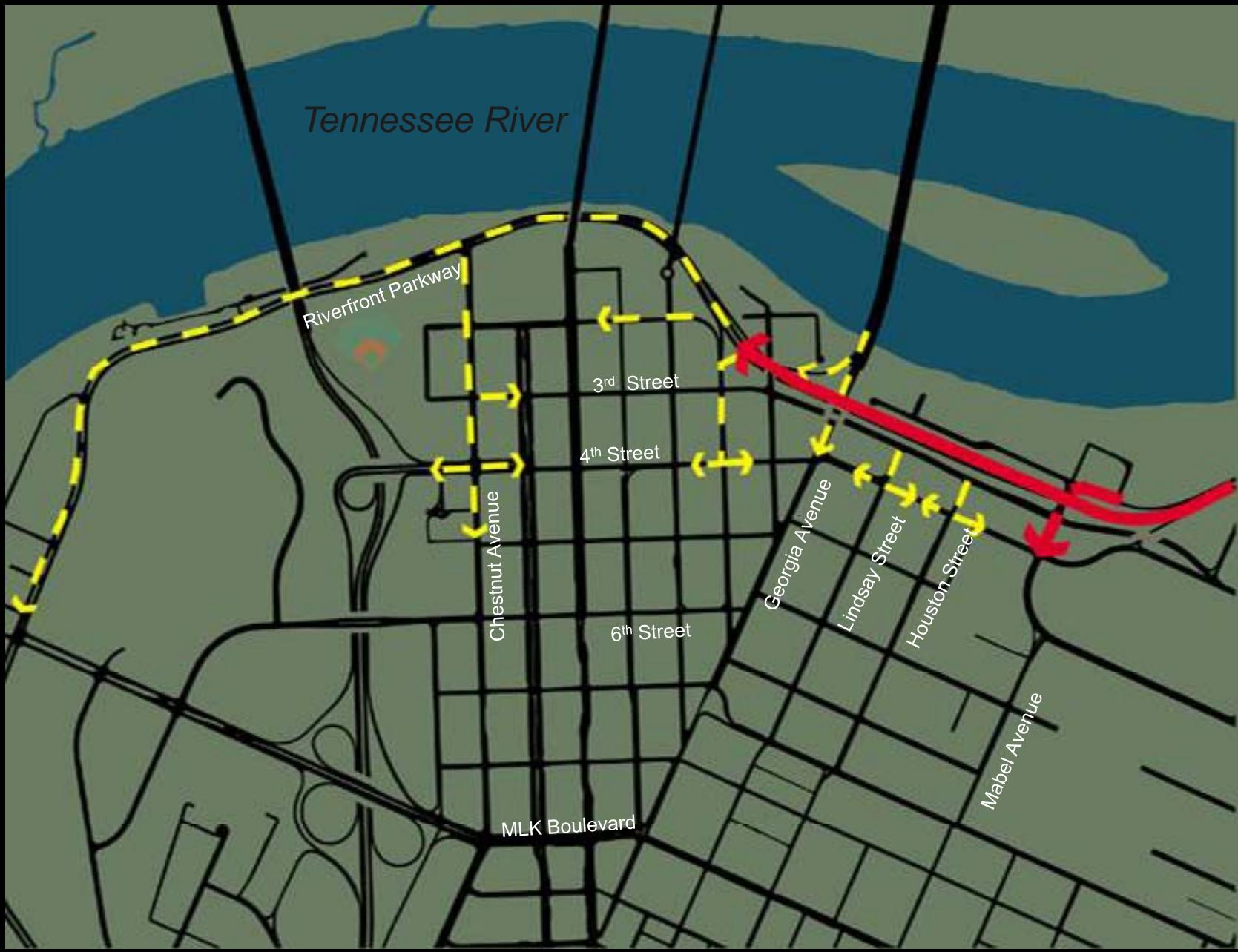
Transportation Urban Design Plan

Community Workshop November 6-8, 2000

Riverfront Parkway –Traffic Flow – Year 2000



Riverfront Parkway –Traffic Flow – Year 2005



Riverfront Parkway Looking From Walnut Street Bridge to Market Street Bridge: 2000



Riverfront Parkway Looking From Walnut Street Bridge to Market Street Bridge: Vision



Riverfront Parkway Looking From Walnut Street Bridge to Market Street Bridge:

005



PROJECT COST - \$120,000,000 PAID WITH:

\$53,800,000 FROM PRIVATE CONTRIBUTIONS; \$56,000,000 FROM HOTEL TAX;
\$4,000,000 FROM LAND SALES & PARKING REVENUE; \$6,200,000 FROM FEDERAL & STATE FUNDING;
\$0 FROM CITY OF CHATTANOOGA GENERAL FUNDS.



COMPLETION DATE: May 2005



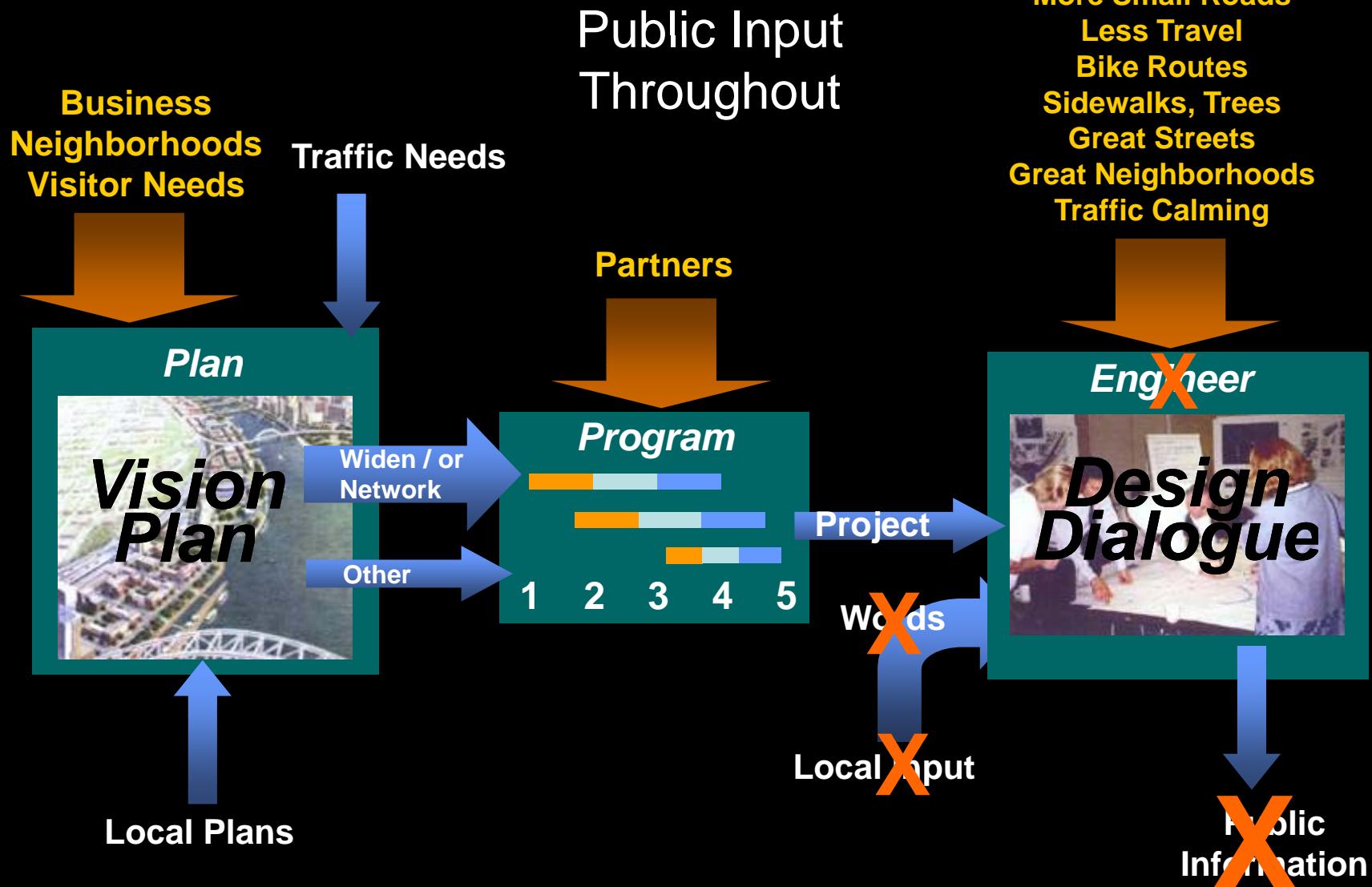
**Grand Opening
Saturday, May 14**

21st Century Waterfront – 2005



What
If?

Integrated Process



Land Use/Transportation

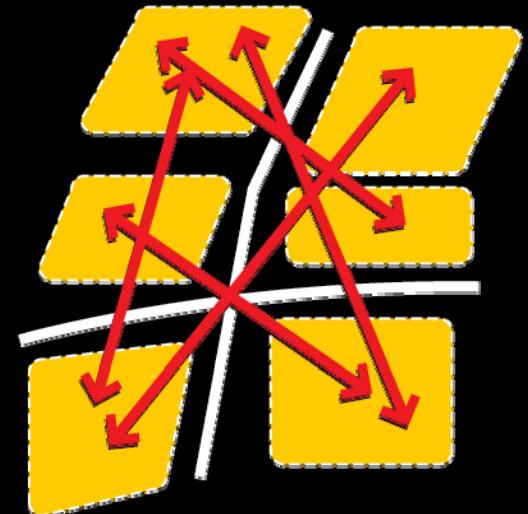
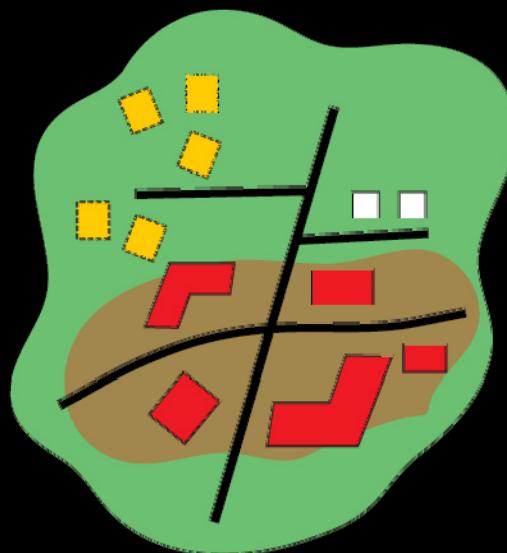
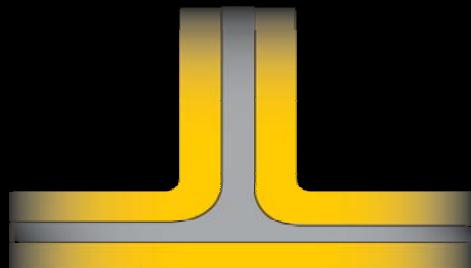
Road Design

manages

Travel

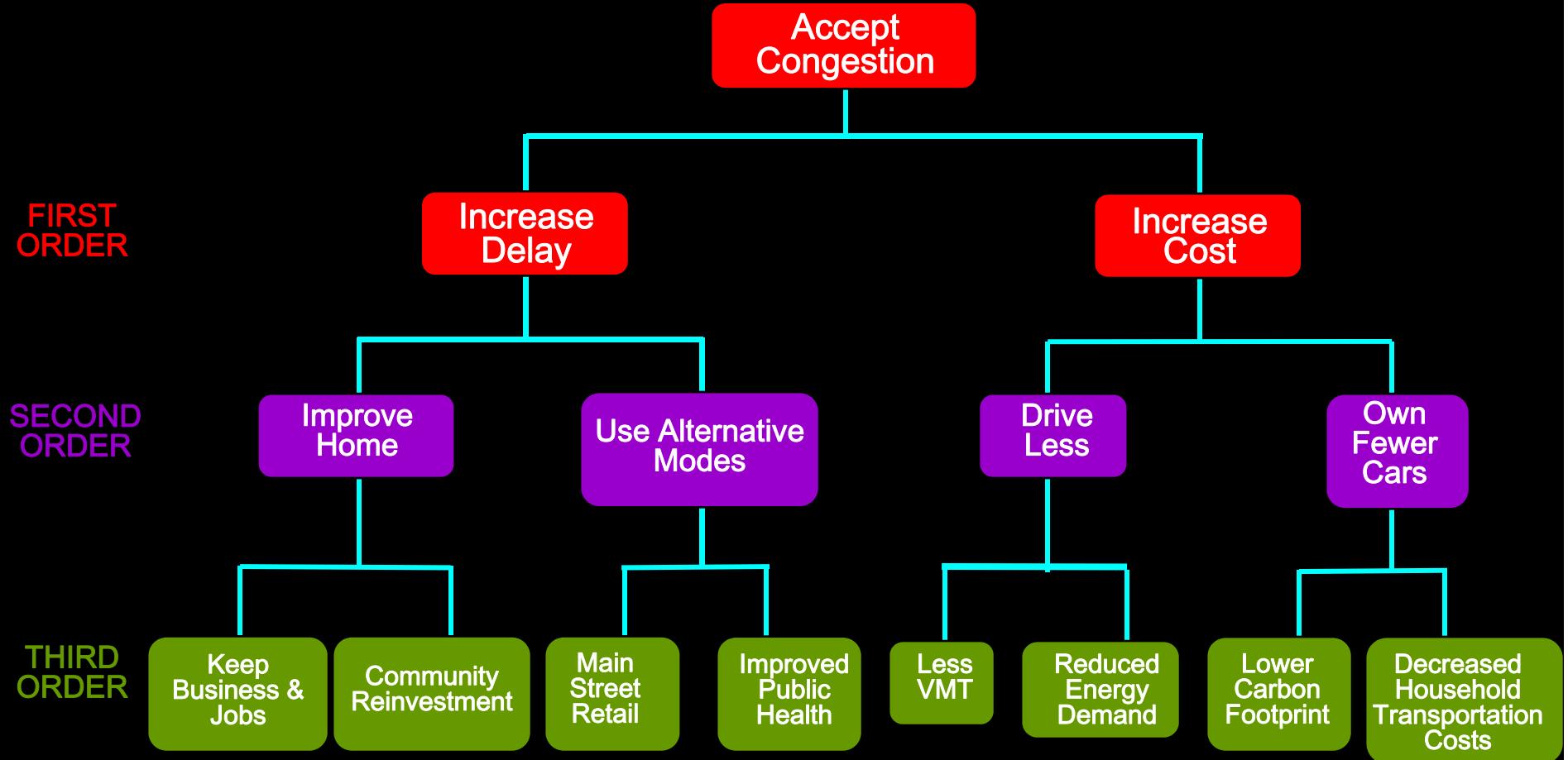
influences

Land Use



- Lead Land Use
- Condition Protects
- Manage Supply

Chain of Impacts





When you have eliminated the impossible whatever remains, however improbable, must be the truth.