

A People's History of Recent Urban Transportation Innovation



TransitCenter a national foundation launched in 2013

committed to improving urban transportation.

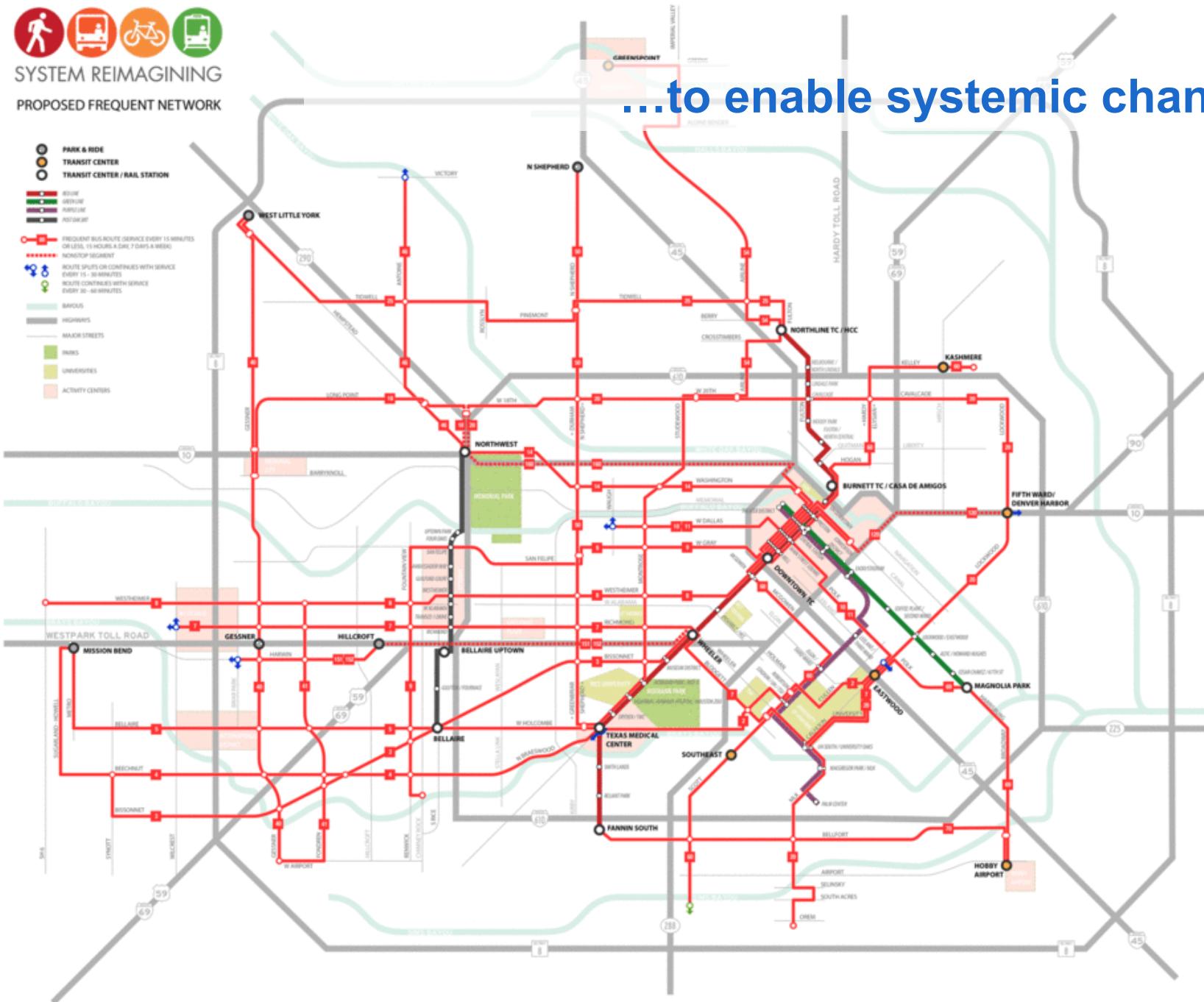


Our work focuses on building human capital...

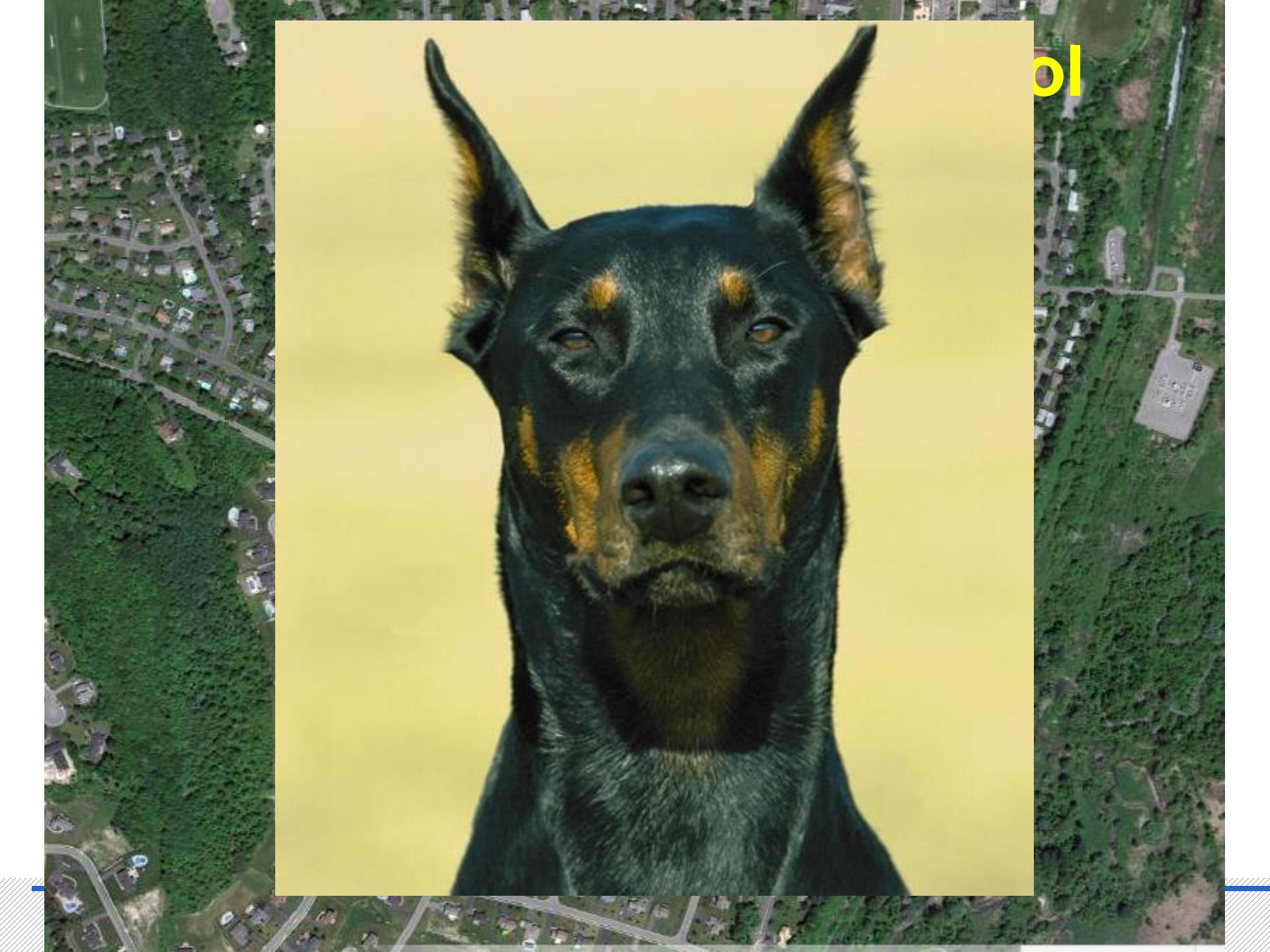


SYSTEM REIMAGINING
PROPOSED FREQUENT NETWORK

...to enable systemic change.







ol







TransitCenter







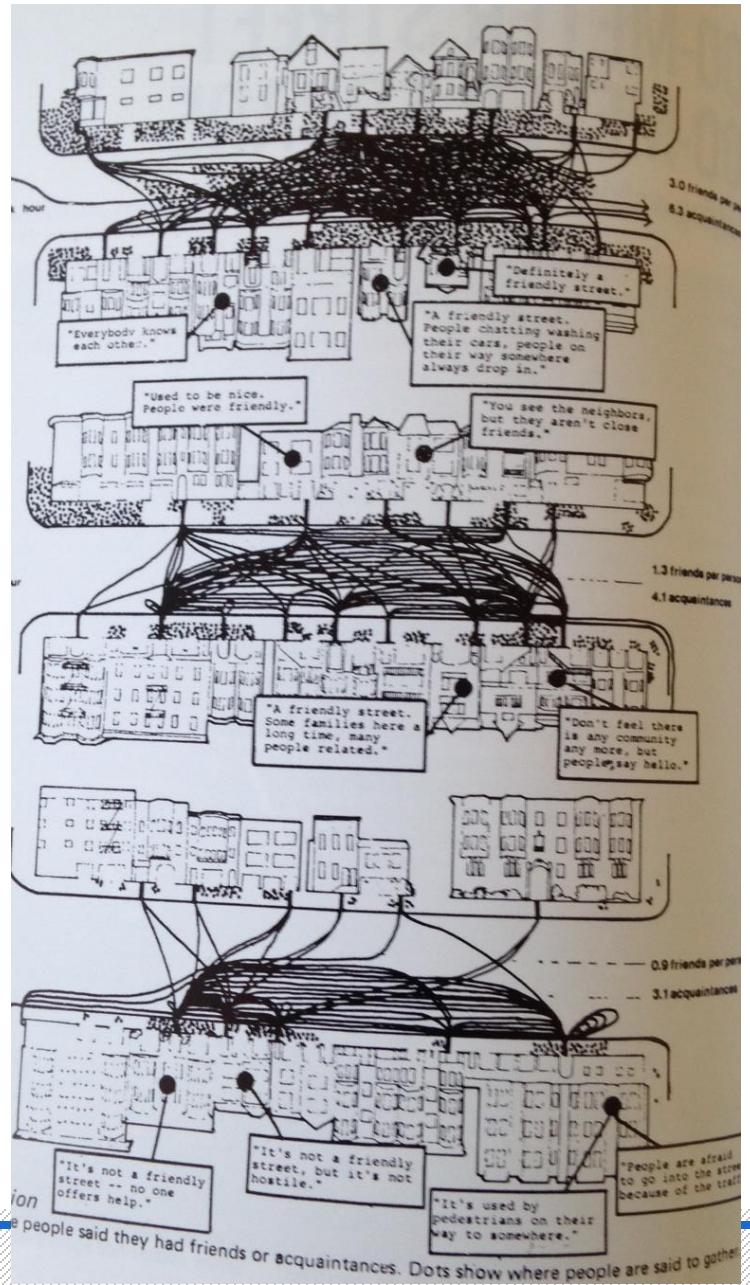
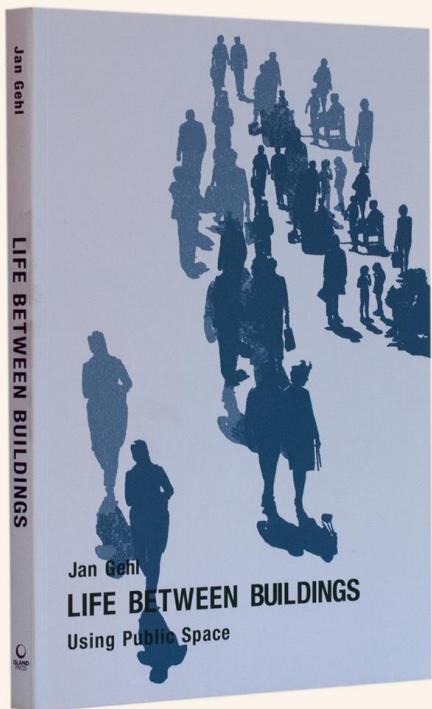
Why streets?

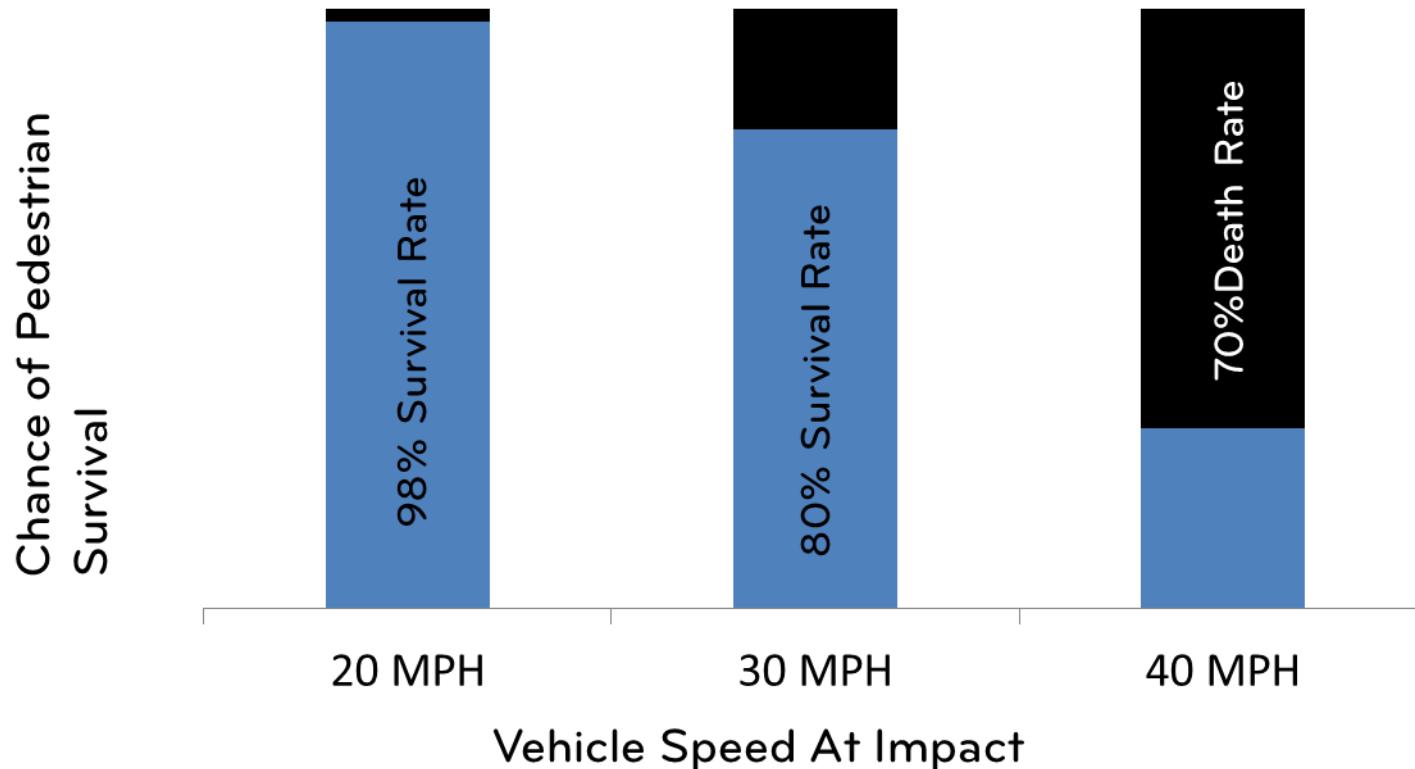
On average,

Streets are 30% of a city's entire land area

Streets are 80% of a city's public spaces

Good streets strengthen social networks, even among strangers

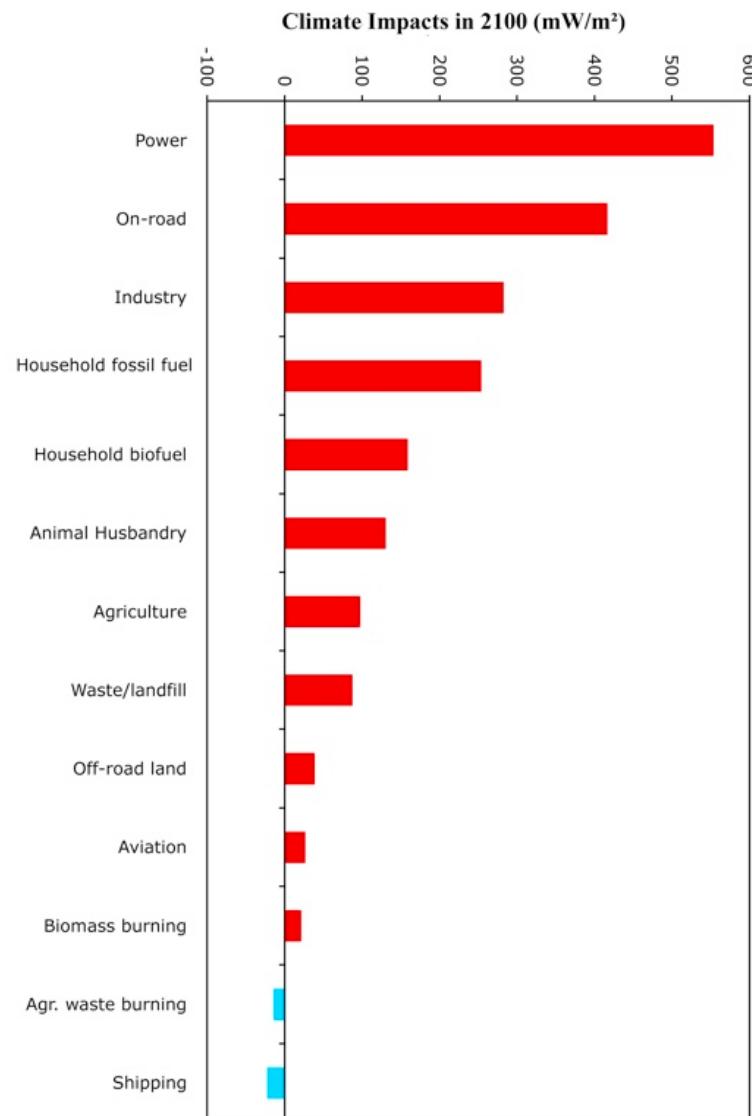
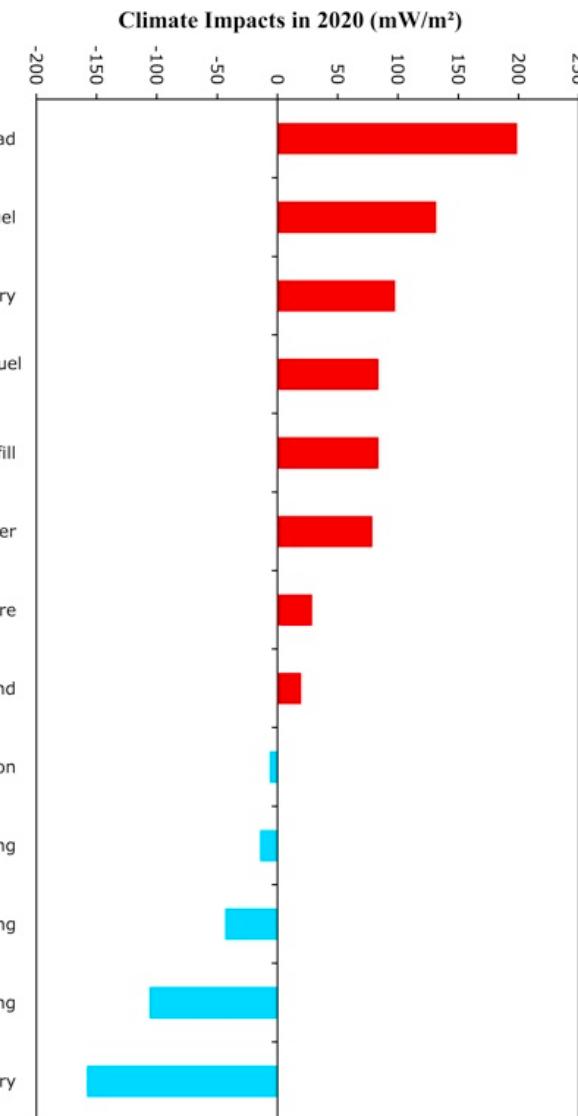


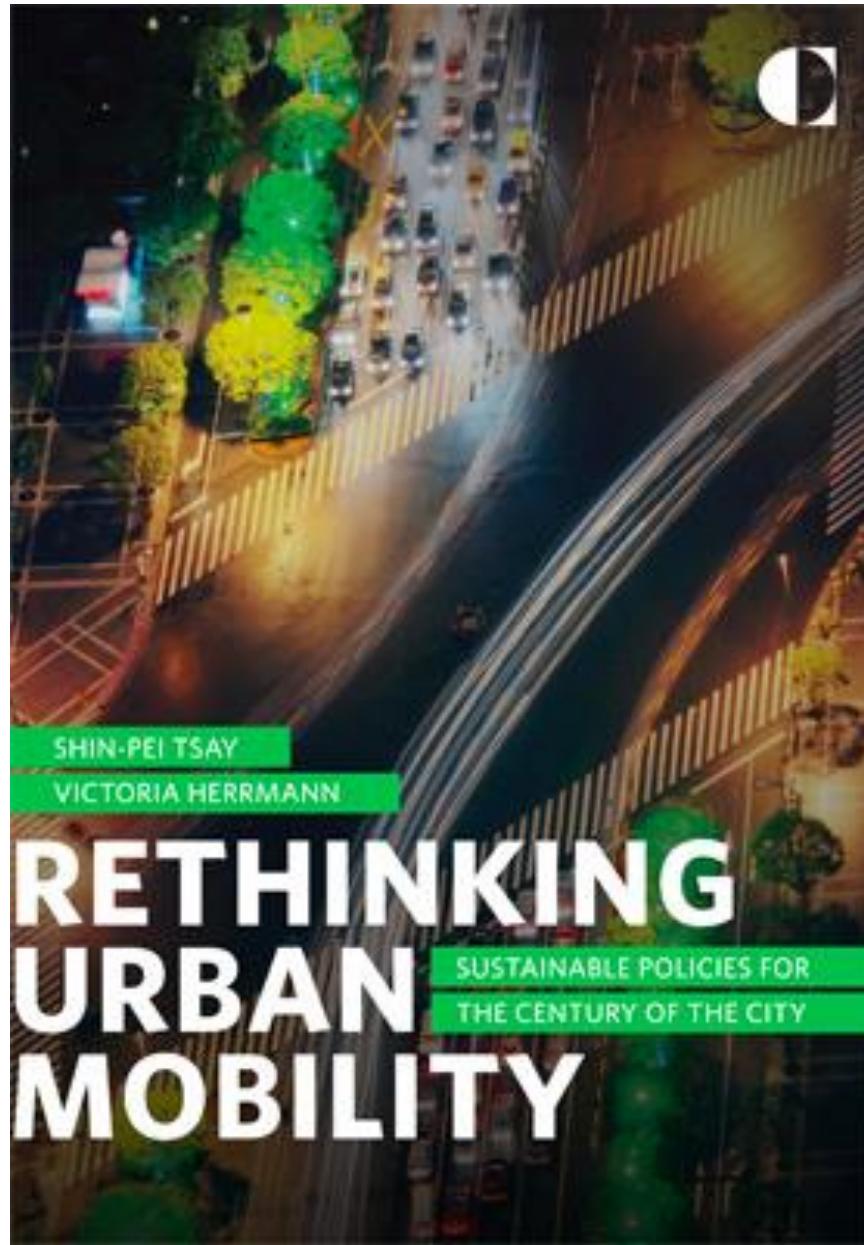


- Source: E. Rosén, U. Sander. 2009. *Pedestrian Fatality as a Function of Car Impact Speed*. Accident Analysis and Prevention. 41:536-542.

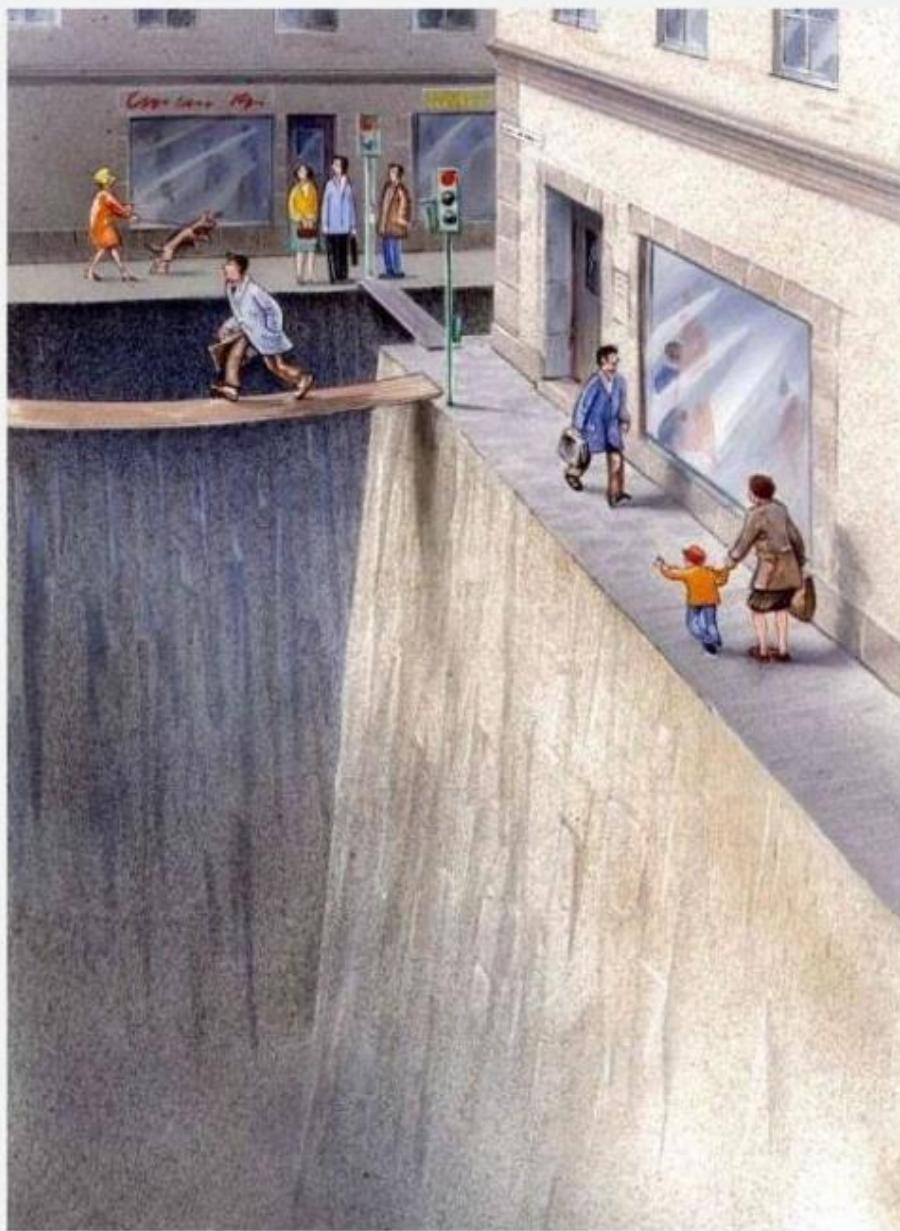


“Cutting transportation emissions would be unambiguously good for the climate in the short term” NASA, 2010









(c) Swedish Road Administration)

**A
PEOPLE'S
HISTORY**

of Recent URBAN
**TRANSPORTATION
INNOVATION**

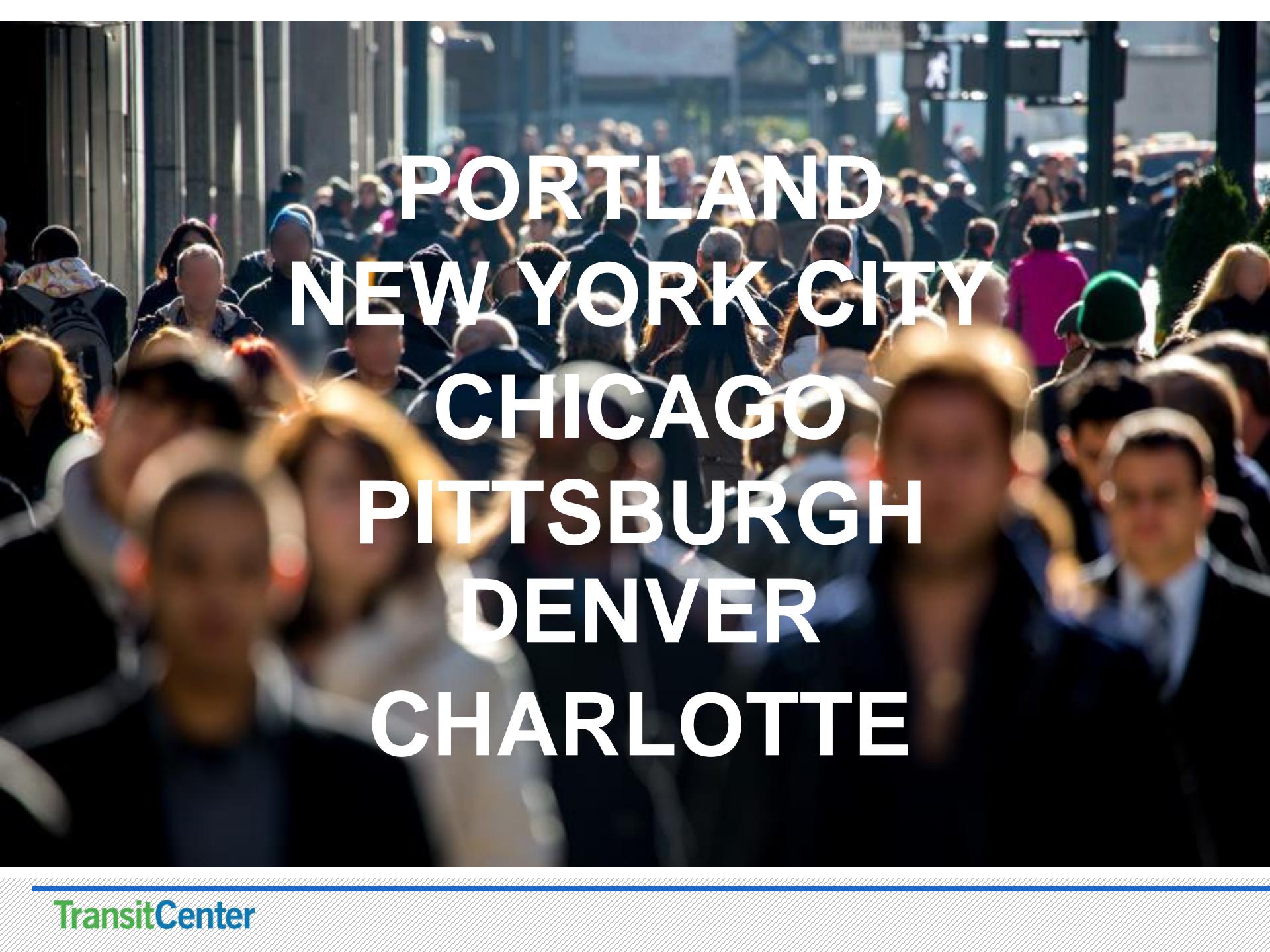






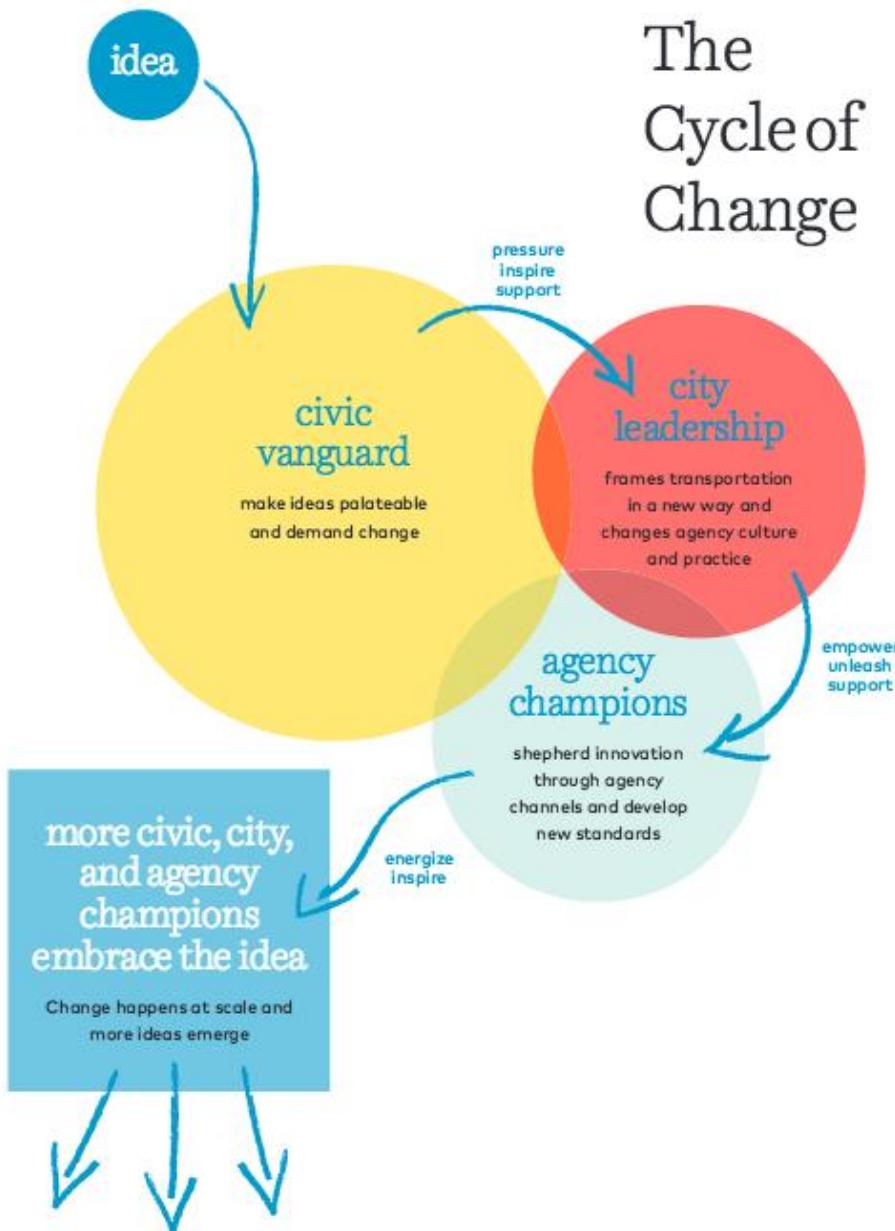






PORTLAND
NEW YORK CITY
CHICAGO
PITTSBURGH
DENVER
CHARLOTTE

The Cycle of Change



Portland

Abrupt change in direction in 1970s continues to inform Portland's progress today



Portland

Abrupt change in direction in 1970s continues to inform Portland's progress today



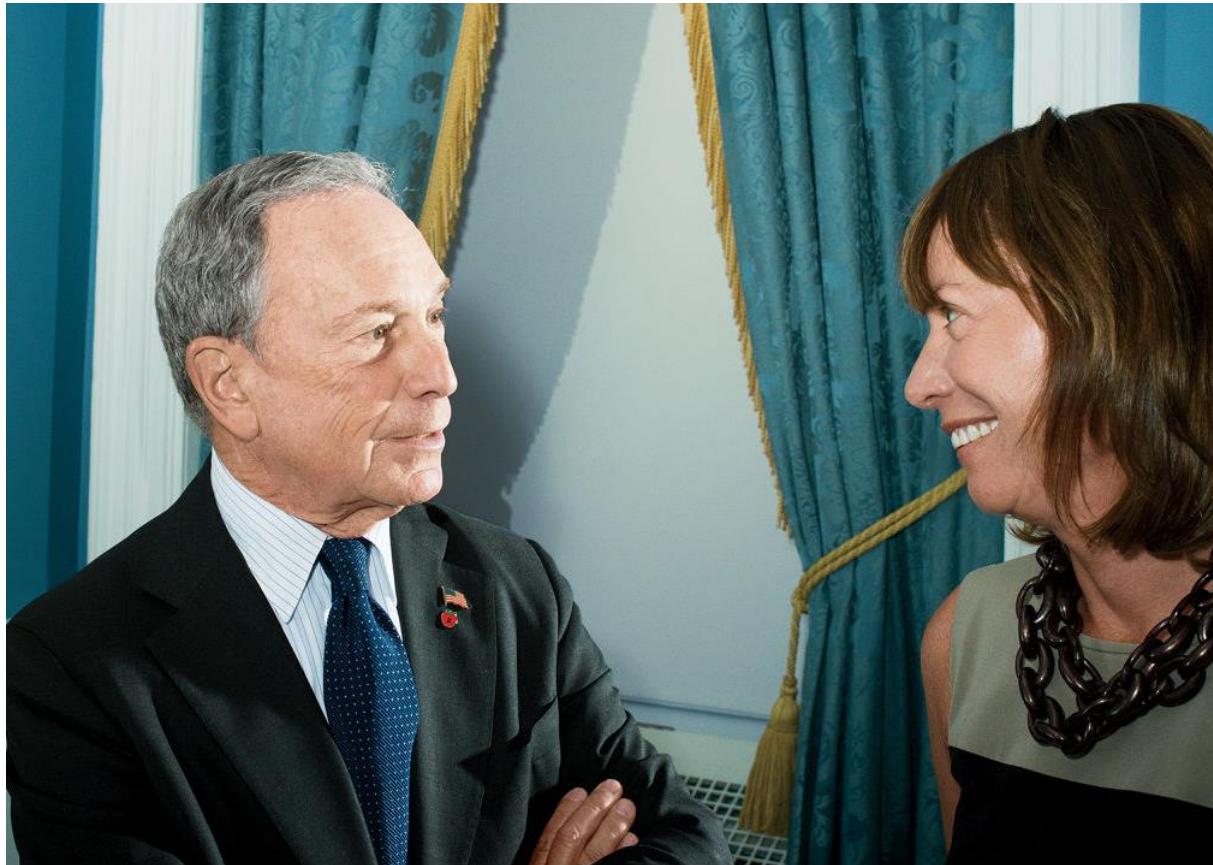
New York City

Street re-design advances from the margins to become a core economic and livability issue



New York City

Street re-design advances from the margins to become a core economic and livability issue



Chicago

Outside perspective leads to implementation



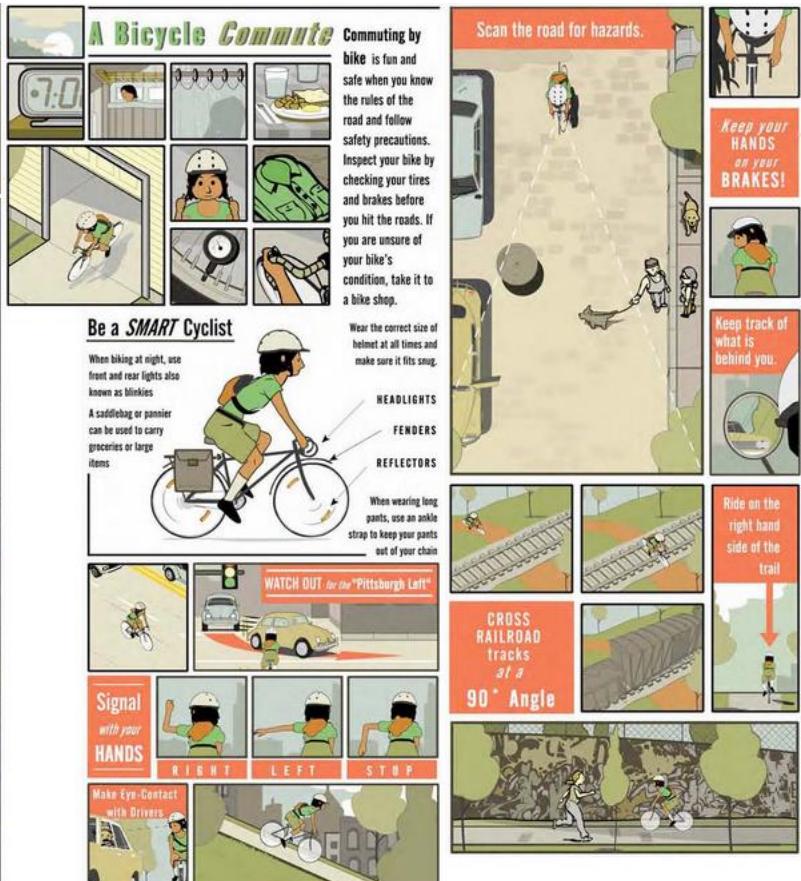
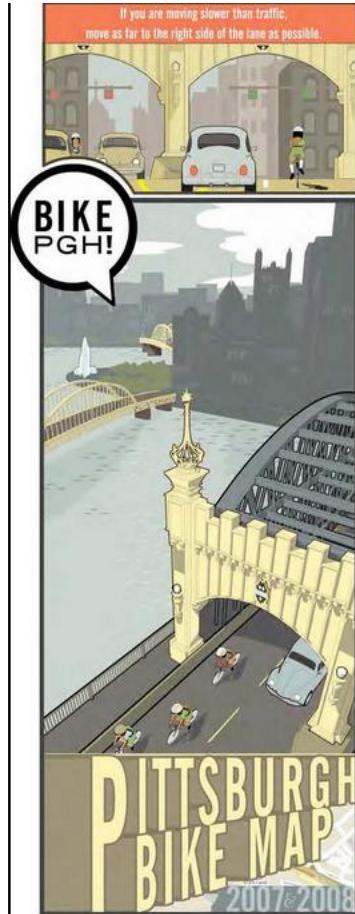
Chicago

Outside perspective leads to implementation



Pittsburgh

*Economic reinvention and new leadership prompt
new approaches to transportation*



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Denver

Big capital commitment to transit and road mega-projects is followed by finer-grained street redesign.



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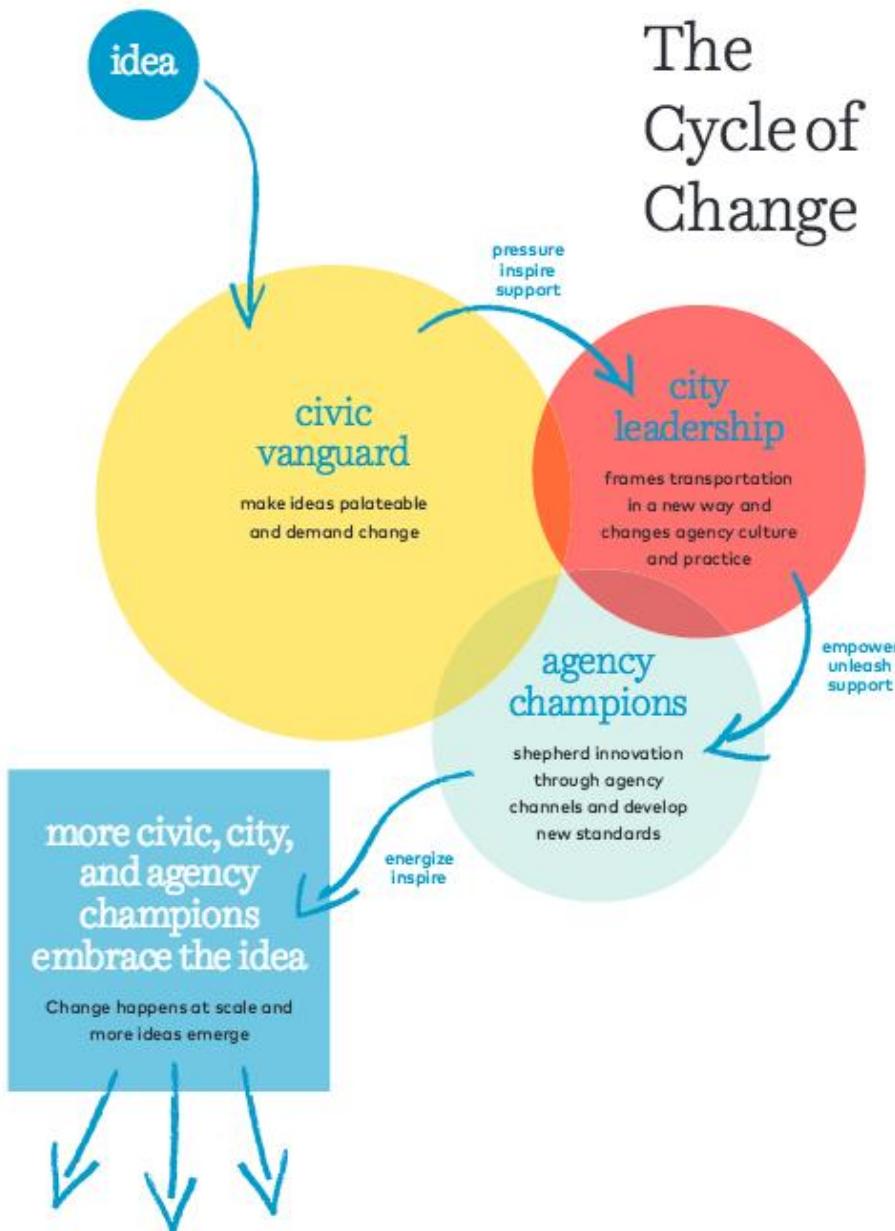


Charlotte

Major rail and street projects initiated, civic engagement deepening to win streets for people



The Cycle of Change



Encourage civic organizations to emerge and re-frame transportation issues as quality-of-life issues

Destination: Broadway

What if we redefined Broadway around destinations?

While Broadway is the proud spine of Manhattan, in reality it is more of a thoroughfare than a great street. Its 20 major intersections are some of the most pedestrian-unfriendly places in the city. However, these problematic spaces also have enormous potential to become pedestrian-oriented destinations.

Through both small, localized improvements and a large-scale rethinking of Broadway's role, New York's most important street can define and enhance the neighborhoods along its spine.



Many of the city's major intersections, where important streets meet, are the least friendly places for pedestrians. If treated as squares and plazas (in more than just name), these car-dominated areas could become some of the most valuable destinations in New York City.



How can Broadway better connect and support the destinations it intersects?

Can Broadway become a boulevard with pedestrian amenities and wider sidewalks?

Should through traffic be limited, with priority given to walking, taxis and transit?

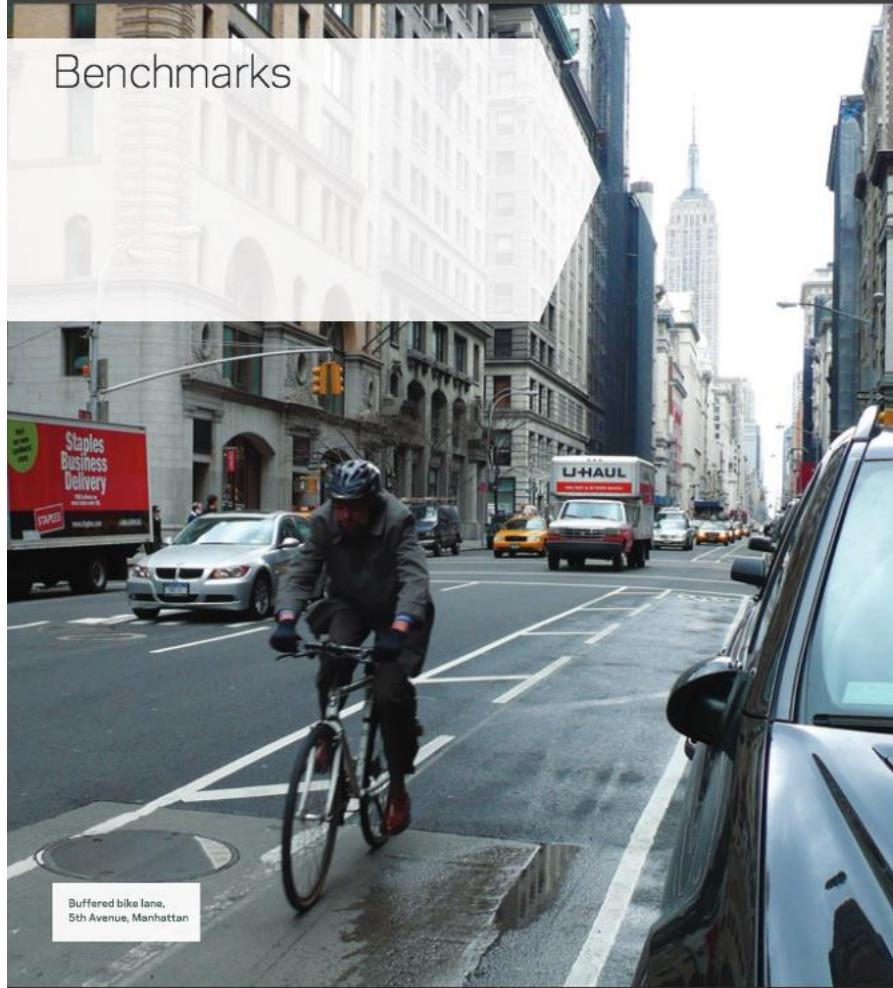
Should Broadway be transit-only from Columbus Circle to Astor Place?

Should one-way sections be converted to two-way to increase accessibility?

Can Broadway be more of a Main Street for each neighborhood?



Reinforce public support through political organizing and leveraging technical expertise or data



Benchmarks

ACTIONS	2007-2009	2010 AND BEYOND	Lead Divisions	Supporting Divisions or Agencies	Action Items DOT
STREET DESIGNS TO MAXIMIZE PUBLIC SAFETY					
Reduce traffic fatalities		— Cut traffic fatalities by 50% by 2030	Traffic	NYS DOT, NYPD	
Implement More Safe Routes to Schools		— Complete capital construction at 12 priority schools — Continue slow speed school zones pilot project — Short Term measures at 135 schools complete — Evaluate and initiate studies at 40 high schools	Traffic	External Affairs, NYCDOT, NYSDOT	Funding
Launch Safe Streets for Seniors		— Identify 25 Senior Pedestrian Focus Areas (SPFAs) based on senior pedestrian crashes in the five boroughs. — Implement early action measures in five pilot locations (i.e. sight, timing for seniors, signage, markings and pedestrian refuge islands) — Study, develop improvements, and implement early action items at 20 SPFAs	Traffic	External Affairs, NYCDOT, NYCDOTWHD	
Make traffic safety measures a focus of neighborhood-based transportation studies		— Develop scope of work templates that focus on traffic safety deliverables	Planning and Sustainability, Traffic	BCs	
Streamline traffic calming projects		— Create recommendations to speed project planning and delivery, create project management toolkit — Implement recommendations, including completion of Downtown Brooklyn Phase A	PMO	BCs, Finance, Traffic, DDC	
Expand and improve safety-oriented signal strategies		— Expand test of pedestrian countdown signals and evaluate results — Re-align heel leading pedestrains (LPIs) giving 9 additional seconds for pedestrians to cross intersections — Implement one-way corridor signal timing patterns to increase pedestrian crossing time and discourage speeding	Traffic		
Complete bus stops under elevated trains improvements		— Finalize installation of raised concrete medians at 3 bus stops under elevated trains	Planning and Sustainability	SIM	
SAFETY ENFORCEMENT					
Expand automated enforcement		— Pursue legislation for additional red light cameras and introduction of speed cameras	External Affairs, Traffic		Legislative approval
Fund additional NYPD traffic enforcement		— Assess enforcement and equipment needs — Deploy additional enforcement and equipment	Finance	NYPD, NYCDOT	Funding

SAFETY

Reinforce public support through political organizing and leveraging technical expertise or data

Table 2. Unsafe Behaviors of Senior Pedestrians

Behavior	Number	Percent of Total Seniors Observed	Percent of Total Unsafe Behavior
Standing in the Street	59	16.4%	56%
Crossing at a Red Light	40	11.1%	38%
Crossing after the Don't Walk Signal	15	4.2%	14%
Blindly Following other Pedestrians	14	3.9%	13%

A median of 30% (Range: 5-45%) of older adults engage in unsafe behavior such as standing in the street before beginning to cross, or crossing at a red light when crossing 71st through 73rd Streets. A median of 35% (Range: 20-45%) of older adults engage in unsafe behavior when crossing 78th through 80th Streets.

Discriminatory by Design

A senior citizen focused study of streets and intersections on New York City's Upper East Side.

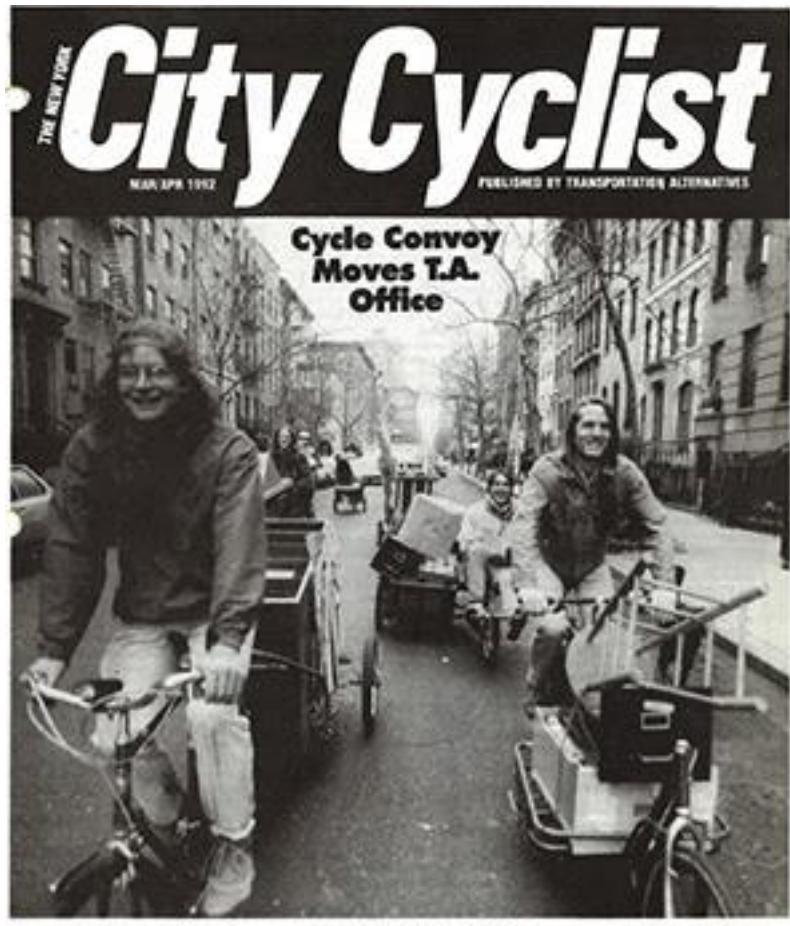


Prepared by Rachel Krug for
Transportation Alternatives
December, 2007

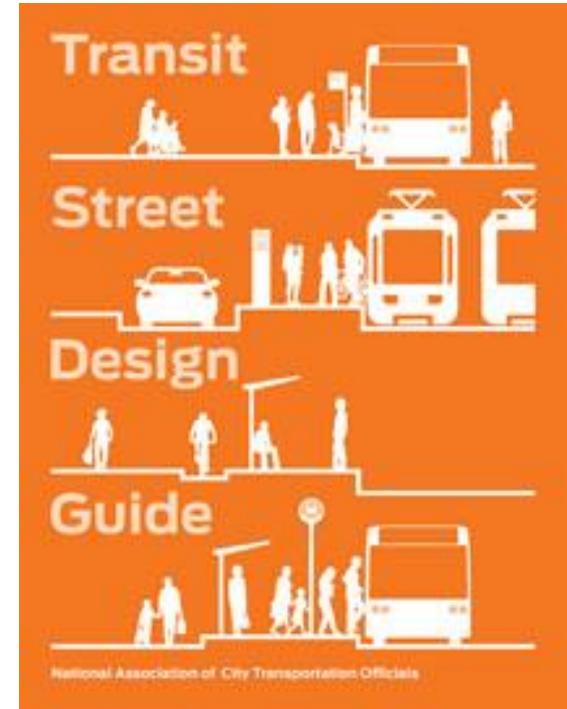
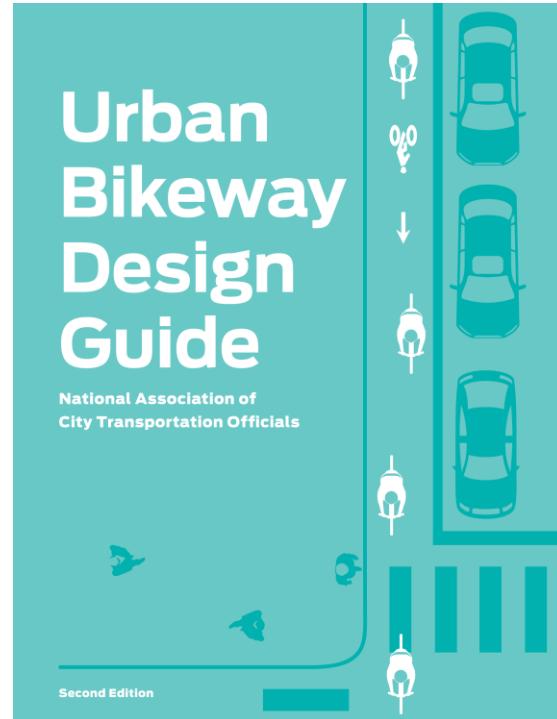
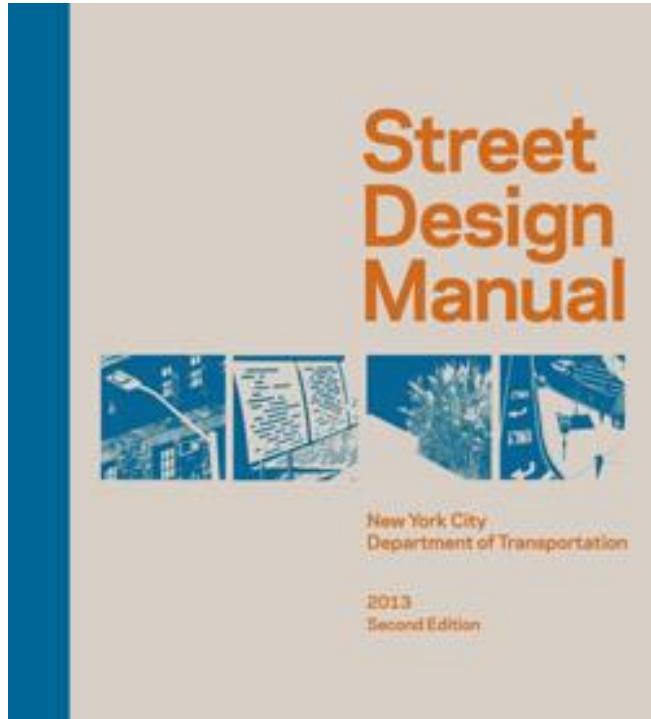
Bolster the courage of leaders willing to take on reform by connecting them with visible public support and a compelling communications strategy



Position advocates on the inside to catalyze a reorientation of city agency and staff culture



Perpetuate new norms by changing agency standards



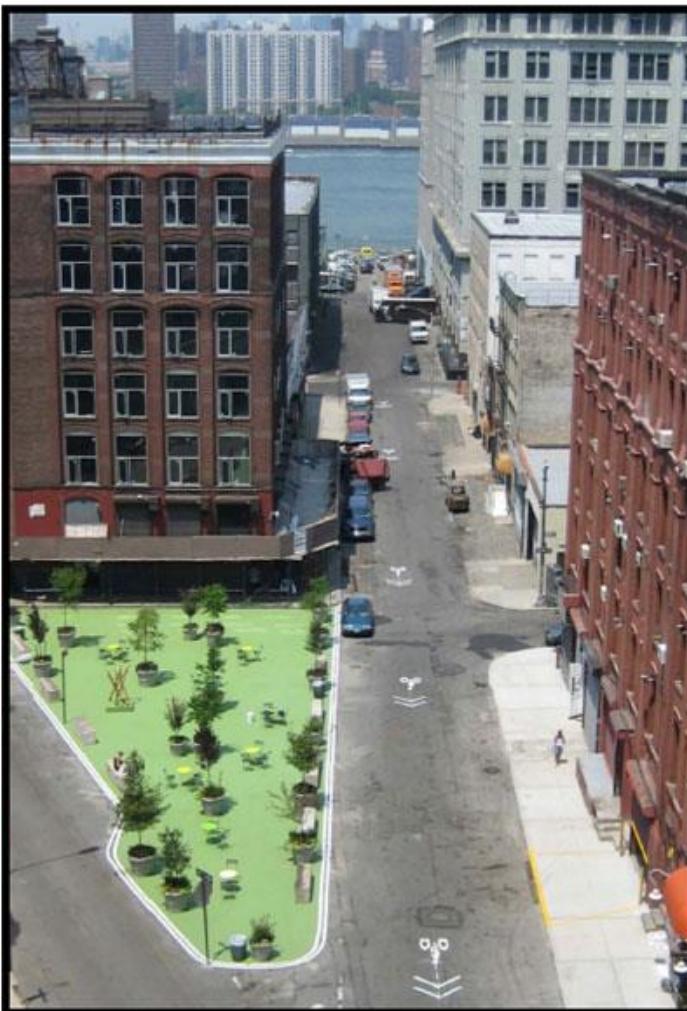


Start small, take action, iterate, and keep building up to big projects and plans





June 22, 2007



July 9, 2007

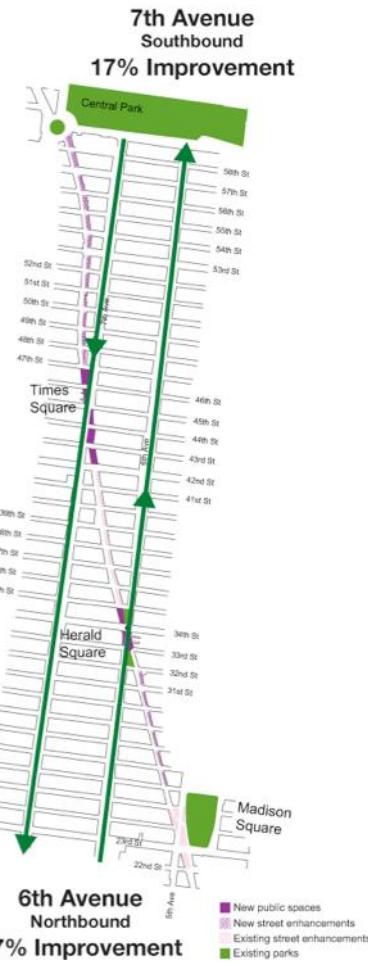
Times Square





Broadway Pilot Program

Expected Travel Time Improvements









- Injuries to motorists and pedestrians decreased by 63%
- Air quality improved
- Retail rents increased or stayed the same during economic recession. They now compete with 5th and Madison Avenues.





Thank you

Shin-pei Tsay

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