STREET DESIGN

Vision Zero Changes Everything

Street Design, The Secret to Great Cities and Towns

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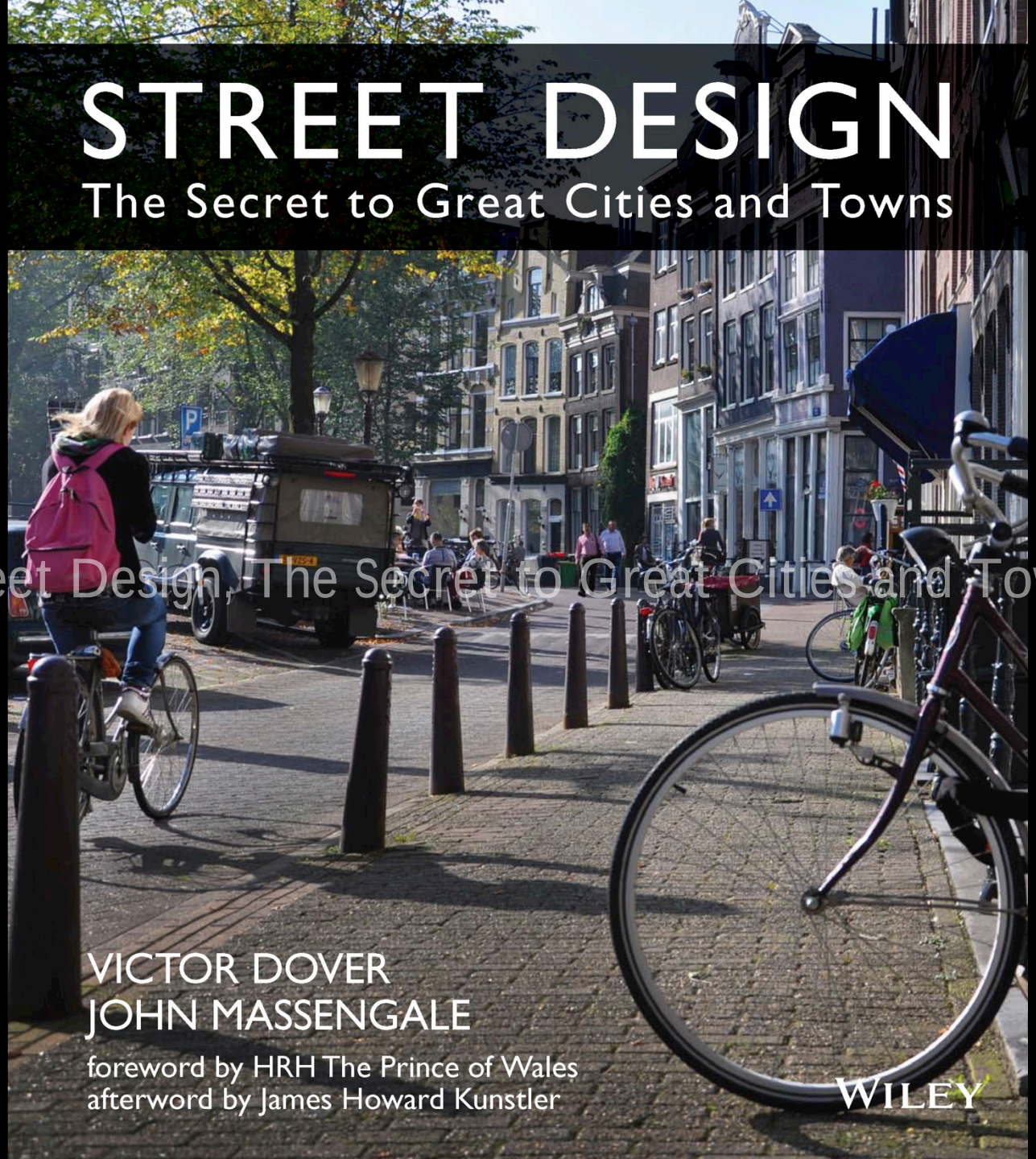

Singelgracht, Amsterdam, the Netherlands

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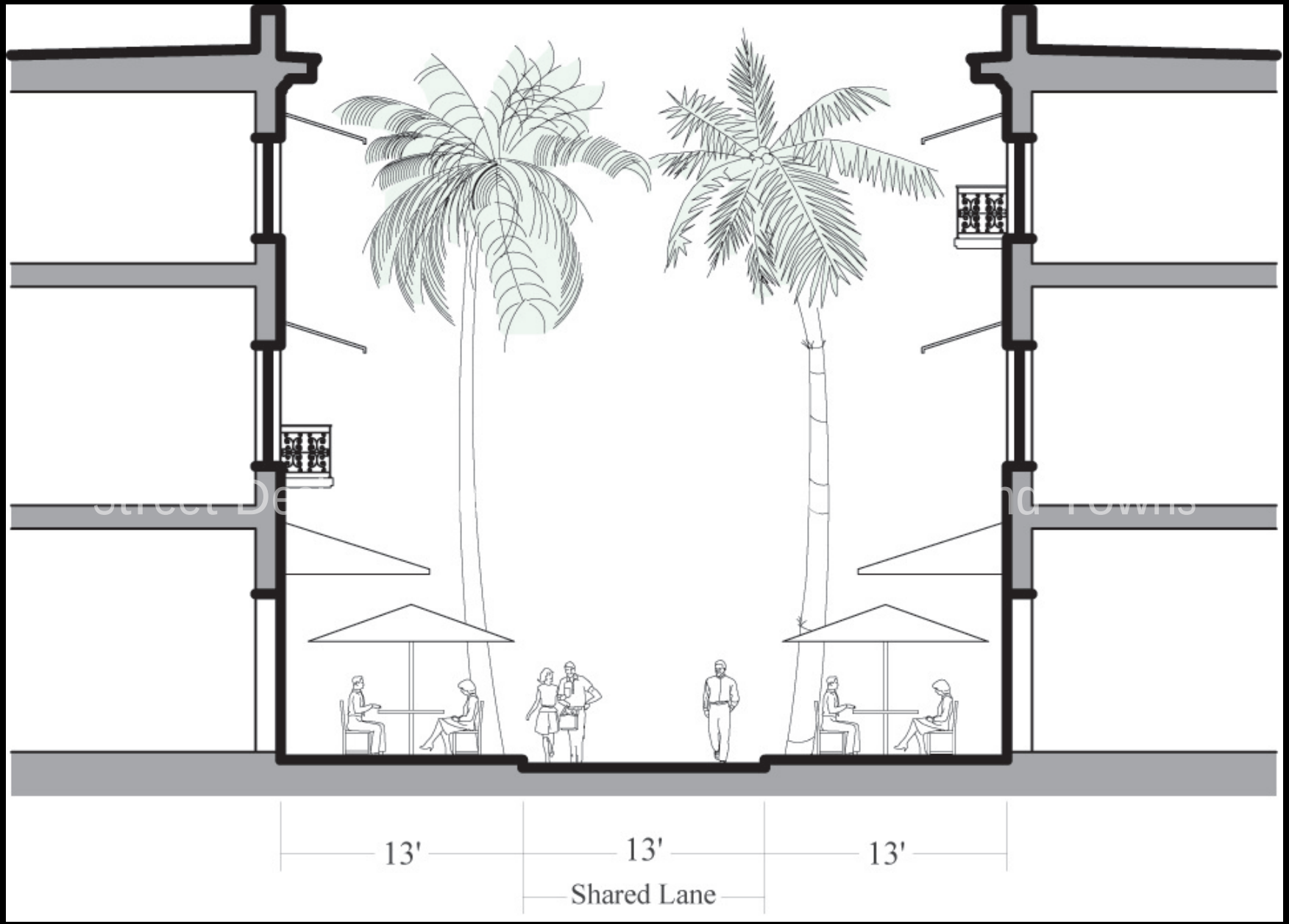
Trinity Street, Cambridge, England



Española Way, Miami Beach, Florida

Via Appia Antica (the Appian Way), Rome, Italy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Main Street, Cooperstown, New York

Ponte Vecchio, Florence, Italy

Hoffman Lane, Cooperstown, New York


Street Design, The Secret to Great Cities and Towns
Littlebredy Lane, Dorset, England


Street Design, The Secret to Great Cities and Towns
Longmoor Street, Poundbury, England


Street Design, The Secret to Great Cities and Towns
Longmoor Street, Poundbury, England

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Air Street (Regent Street), London, England

Dauphine Street, New Orleans, Louisiana

The Greenway, Forest Hills Gardens, Queens, New York

Quince Street, Philadelphia, Pennsylvania


Street Design: The Secret to Great Cities and Towns
Longitude Lane, Charleston, SC

Legare Street, Charleston, South Carolina


Street Design, The Secret to Great Cities and Towns
Cours Mirabeau, Aix-en-Provence, France

Market Street, Charleston, South Carolina

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Madison Square, New York, New York

There are only two ways to move to zero traffic deaths. Either separate the people from the cars, or slow the cars down.

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VisionZeroInitiative.com

"It's easy to focus on some of the conflict and friction. But that's always going to happen when you're changing the geometry of something as dear as the asphalt. It takes some adjustment, *and we're definitely in that adjustment phase*."

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Paul Steely White, Transportation Alternatives


Broadway at Herald Square, 1908
The Lee Co. N.Y.
STATE
FOX
CO.
PEARLS
LUCIS PEARLS
OTARD BRANDY
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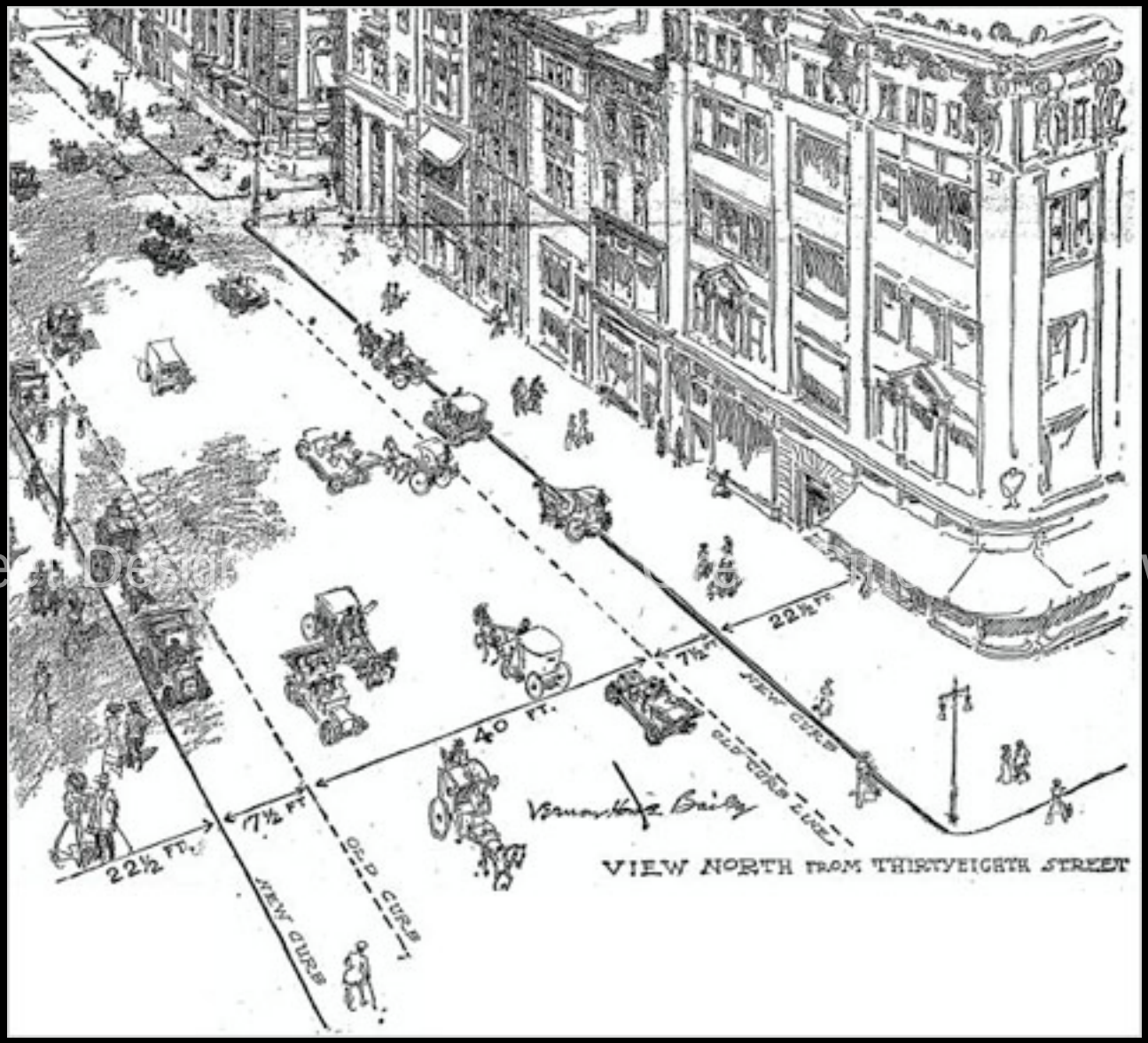
Broadway at Herald Square, circa 1907

Fifth Avenue at 40th Street, 1909



Fifth Avenue at 38th Street, 1909

2012

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Lexington Avenue at 89th Street, 1914

Lexington Avenue at 97th Street, New York, New York

Complete Street, Anywhere, Florida

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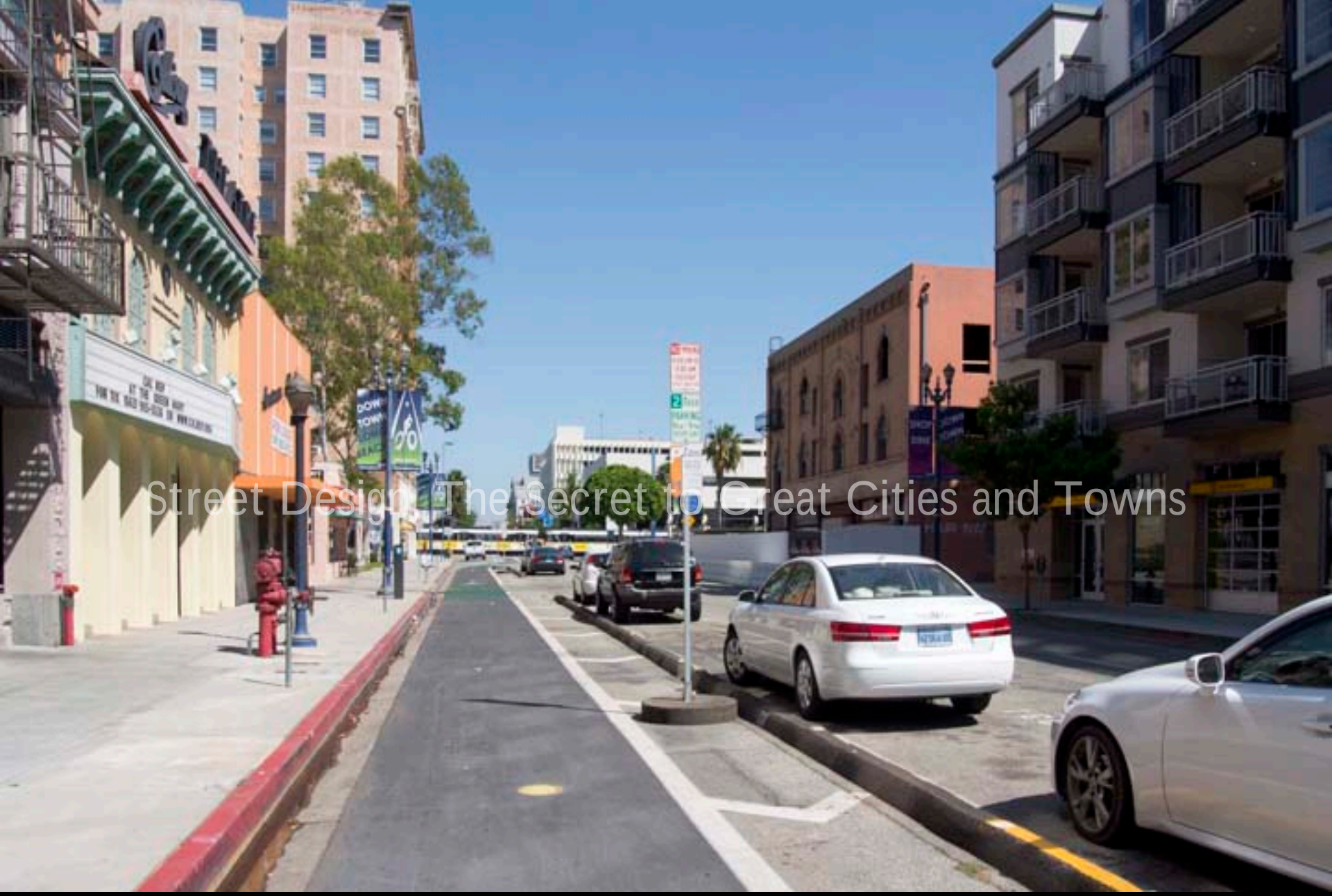
East 4th Street, Long Beach, California



East 4th Street, Long Beach, California

Willow Street, Brooklyn, New York

Boulevard St.-Germain, Paris, France

Rue Robert Esnault-Pelterie, Paris, France

Cours la Reine, Paris, France

Urbanstrasse, Berlin, Germany

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Tradd Street, Charleston, South Carolina

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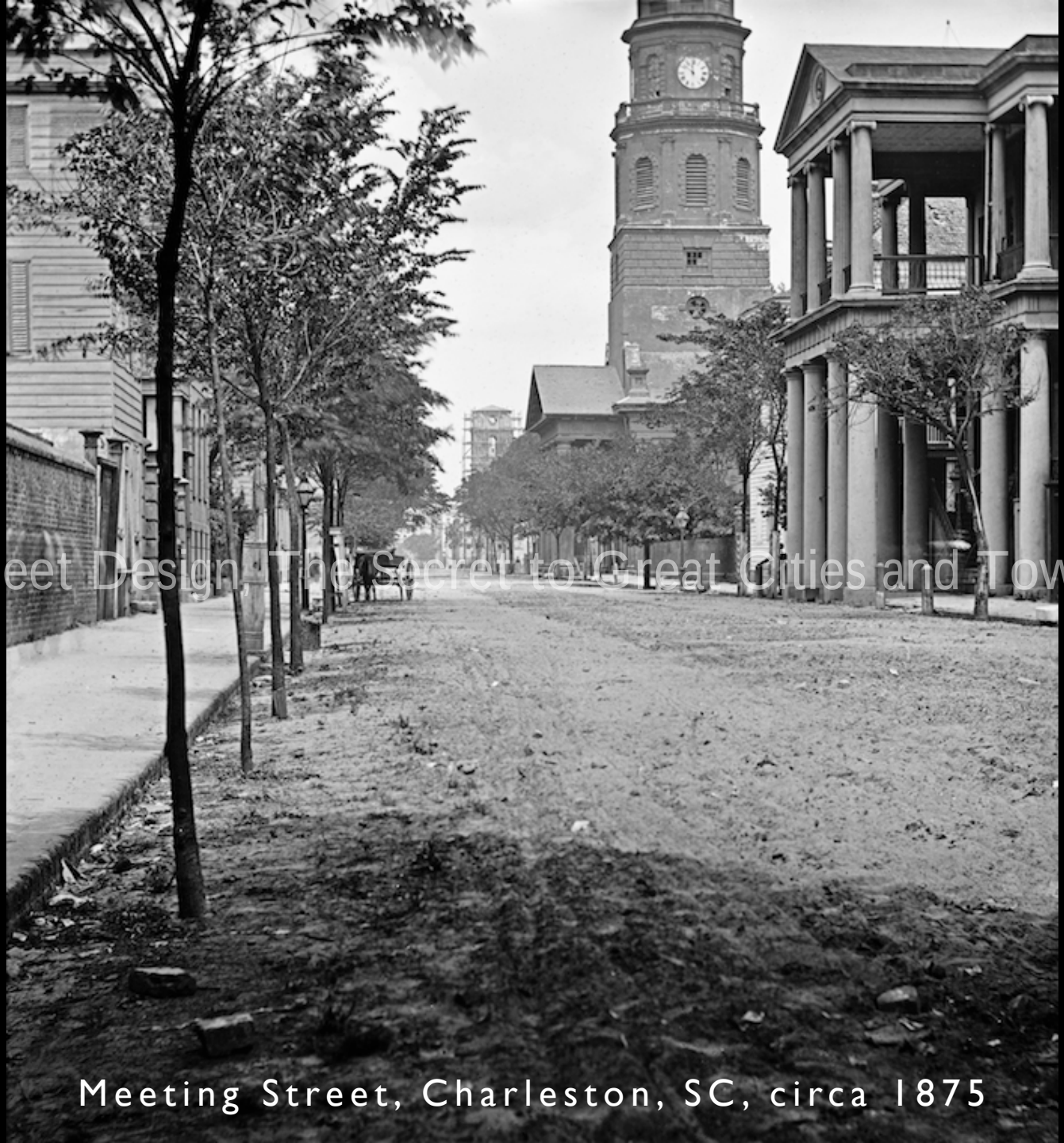
Pike / Allen Streets,
New York, New York

Ocean Parkway, Brooklyn, 1894



Meeting Street, Charleston, SC, circa 1875

15 mph

20 mph

25 mph

30 mph

NACTO / VISION CONE

Singelgracht, Amsterdam, the Netherlands

Fifth Avenue at 40th Street, 1909

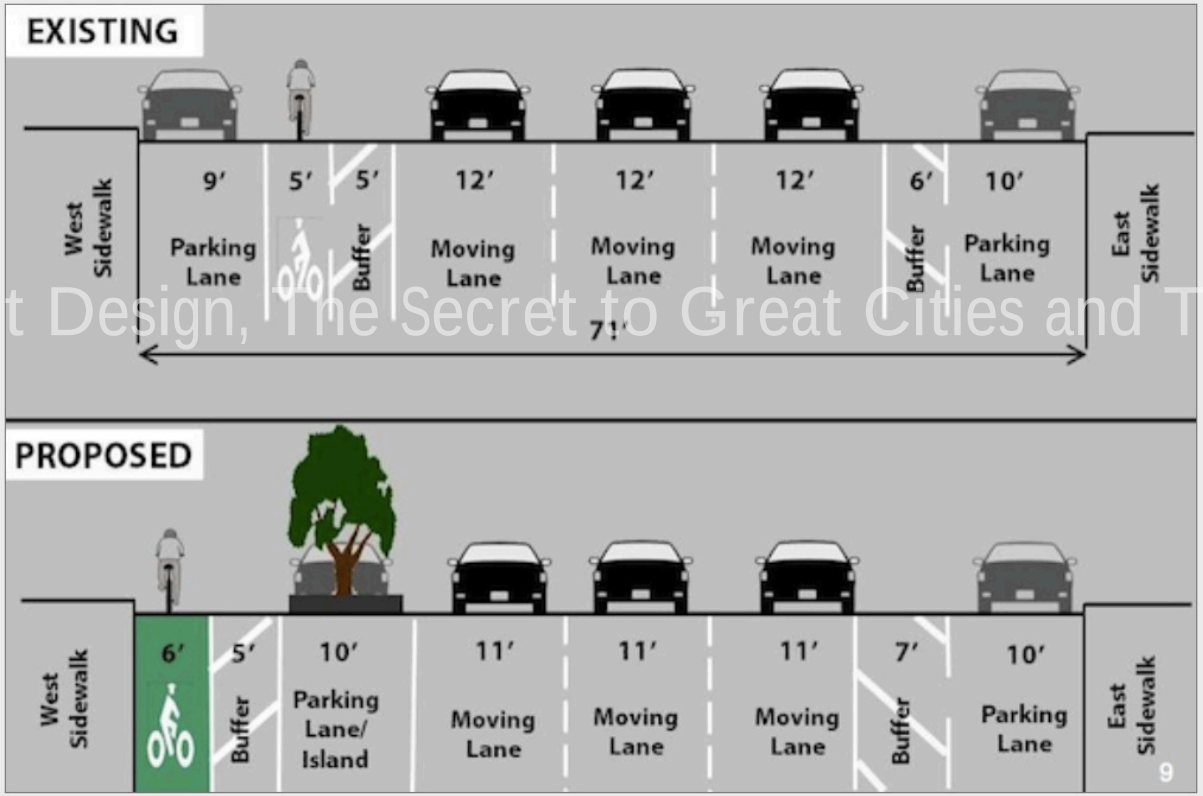
STREETSBLOG NYC

Transit | Bicycling | Walking | Public Space | Vision Zero | The Transition to Bill de Blasio

Friday, March 7, 2014 30 Comments

CB 2 Panel Unanimously Supports Lafayette-4th Avenue Protected Bike Lane

by Stephen Miller



Under the plan, a buffered bike lane would be converted to a protected bike lane. Image: DOT

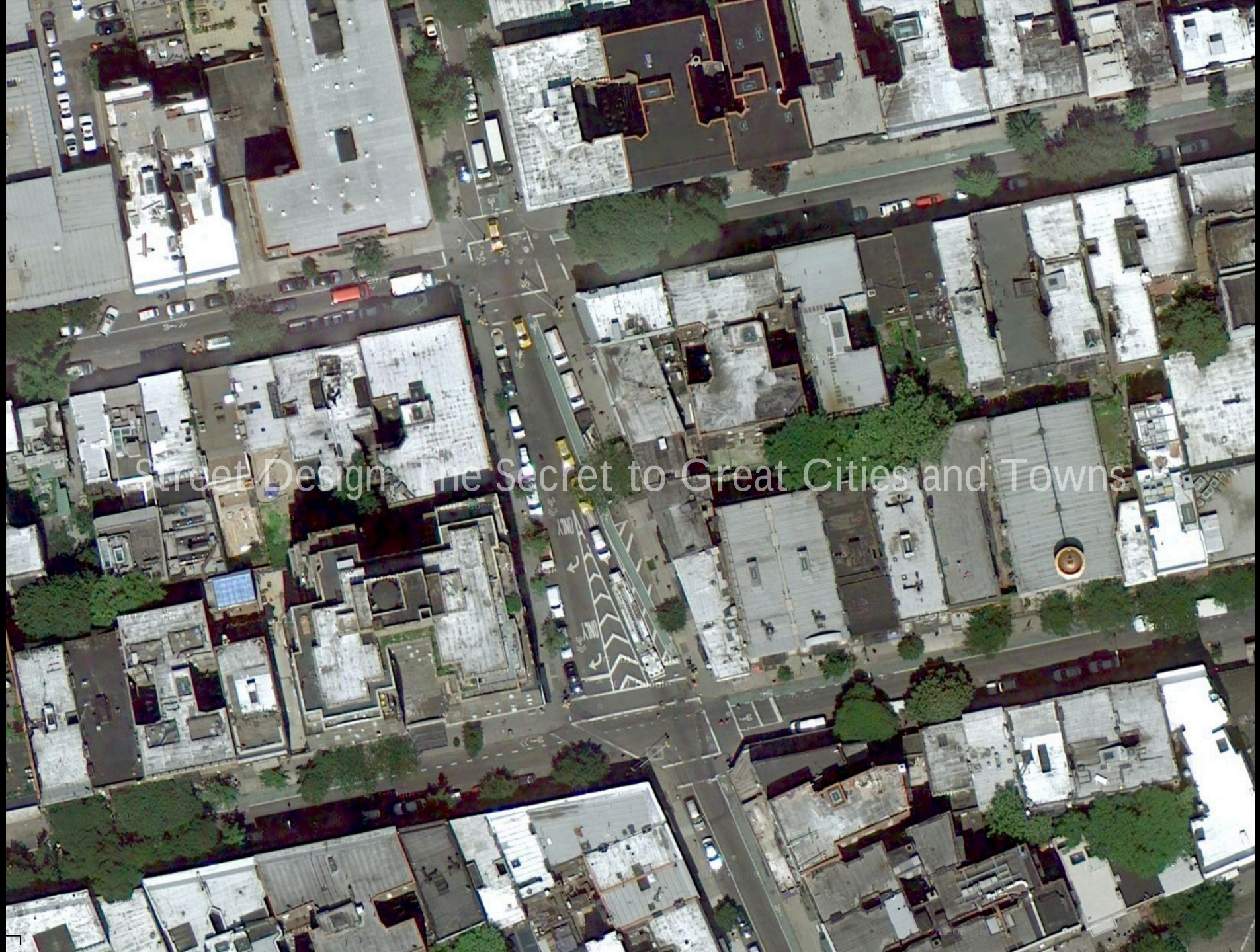
In a unanimous 9-0 vote last night, Manhattan Community Board 2's transportation committee endorsed a DOT plan to upgrade a buffered bike lane on Lafayette Street and Fourth Avenue to a parking-protected lane, complete with new pedestrian islands, car lanes of an appropriate width for the city, and improved signal timing for pedestrians. The plan now moves to CB 2's full board meeting on March 20.

Safety Benefits

Three Year Before and After Crash Analysis on Parking-Protected Bicycle Paths		
	Change in Crashes w/ Injuries	**Change in Total Injuries**
1st Avenue E 1st St- E 33rd St	-6%	-11%
2nd Avenue E 33rd St- E 24th St, E 13th St – E 2nd St	-11%	-7%
8th Avenue Bank St – W 23rd St	-20%	-25%
9th Avenue W 33rd St – W 16th St	-43%	-46%

1st Ave Before data: 7/1/07-6/30/10 After data: 12/1/10-11/30/13
2nd Ave Before data: 7/1/07-6/30/10 After data: 12/1/10-11/30/13
8th Ave Before data: 8/1/05-7/31/08 After data: 7/1/09-6/30/12
9th Ave Before data: 7/1/04-6/30/07 After data: 11/1/08-10/31/11

Columbus Avenue at W 90th St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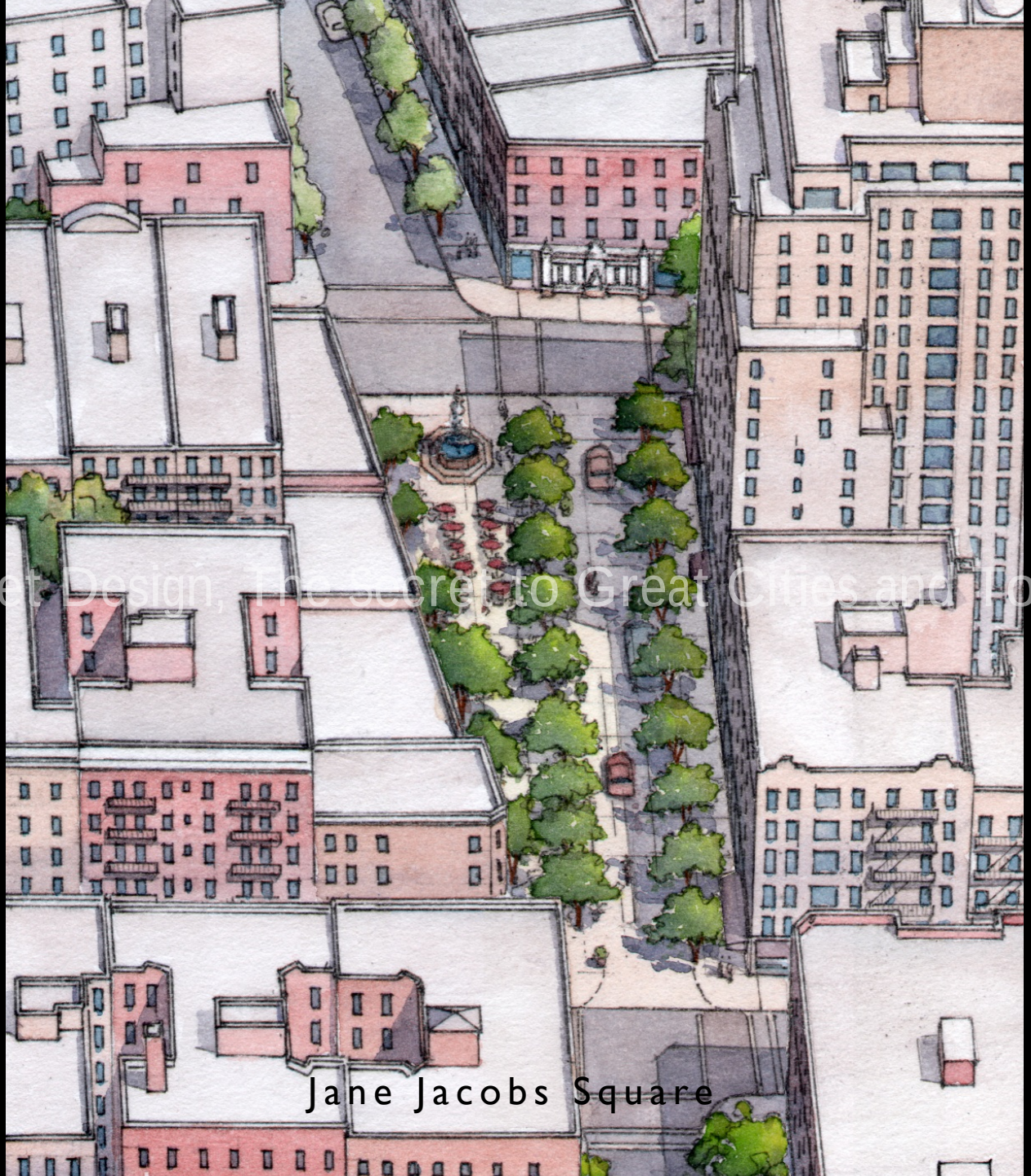
Bleecker Street looking South



CHAPTER TWO

HISTORIC STREETS

BEYOND FUNCTIONAL CLASSIFICATION: A REINTRODUCTION TO ELEVEN ESSENTIAL STREET TYPES

FUNCTIONAL CLASSIFICATION'S meager catalog of street types—arterial, collector, and local roads—are insufficient to produce walkable towns, cities, and neighborhoods. It is urgent that engineers and urban designers establish and promote a richer menu of choices.

History shows that sorting streets according to their form, rather than their Level of Service and Functional Classification, will help establish a common language for street design. History also teaches that expanding the range of choices increases the number of possible designs—that human ingenuity, once unleashed, will offer up customized street solutions in response to the needs of each place.

This chapter reintroduces eleven essential street types with case studies and commentary to explain how each type fits into a larger urban system. A goal now should be to use consistent terminology for the items on this bigger and more complex menu to rebuild our civilization's capacity for making great streets, despite ongoing resistance from some engineers and transportation planners. Happily, it is hard to argue against success and successful examples.

CHAPTER FOUR

RETROFITTED STREETS

THERE ARE TWO TYPES OF PLACES in America where retrofitted streets are most valuable and useful: auto-centric suburban and exurban sites where the residents and their elected representatives have decided to make walkable streets and communities; and walkable or once-walkable places where the public realm has been damaged by the application of engineering principles that favor the car, making the roads worse for pedestrians, cyclists, and public transit users than they once were.

The first description fits almost every American place built since 1945. The second includes most American neighborhoods, towns, or cities built before that: there are few American places that have not kicked the pedestrian to the side of the road and then narrowed the sidewalk. Most in the second group also suffered from the flight of businesses to shopping malls and strip centers—not to mention the self-inflicted damage of tearing down Main Street buildings for parking lots that were supposed to help the downtown compete with those outlying businesses. Experience shows that competing with shopping centers on the shopping centers' terms (convenient driving and parking') rather than playing up the strengths of town centers (walkability and a public realm where people want to be) is a losing strategy.

There are few American places that have not kicked the pedestrian to the side of the road and then narrowed the sidewalk.

For a variety of reasons, including climate change, dependence on foreign oil, rising oil prices, and a growing desire among many to live in walkable towns, cities, and neighborhoods, the job of retrofitting main streets and neighborhood streets to make them more pedestrian-friendly has begun across the country. At the same time, the nation's population continues to grow, and there is a burgeoning movement to retrofit appropriate places in suburbia with new, walkable centers. We have come to see that our pattern of abandoning old buildings and existing patterns of development in favor of cheaply-built strip buildings with short life spans is inefficient and expensive

◀ Yorkville Promenade, New York, New York. See Figure 4.80.

After: Second Avenue at 86th Street

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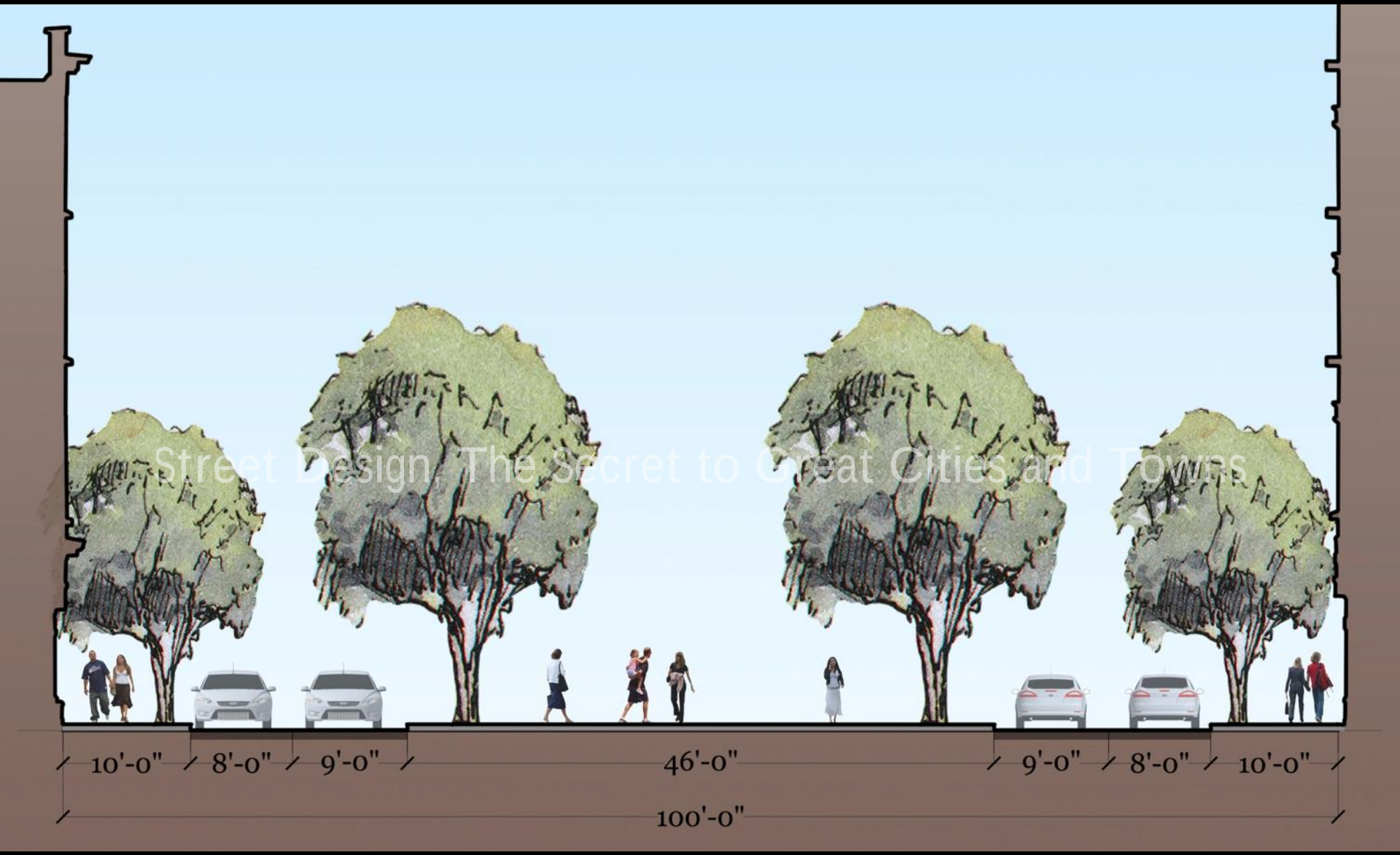
Second Avenue looking South at 86th Street



Yorkville Promenade / Second Avenue Section

VISUALIZING CHANGE

Existing conditions

Street Improvements

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New Buildings

Completing Both Sides of the Street

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In the Future

Existing conditions

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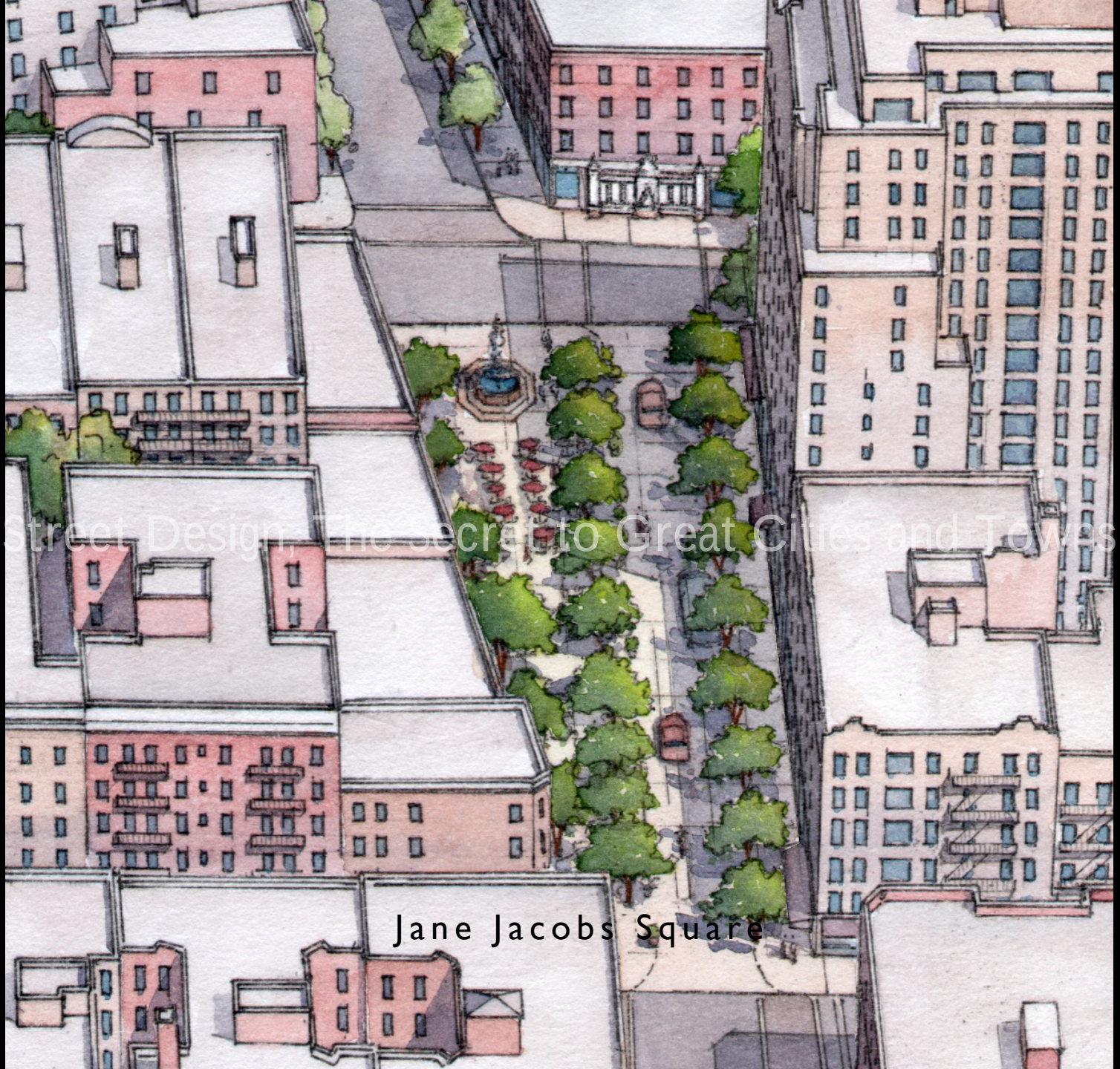
CHEVROLET
JETTA
4RZK996



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Where do we go from here?

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