

Land Use and Transportation

Encourage Your Hopes
Not Your Fears

Boise and Ada County, Idaho
 Dan Burden, Executive Director of Walkable Communities, Inc.
 And Partner with Glattig Jackson



The Only Constant is CHANGE

In the **past** fifty years transportation planners/engineers **have**:

- Reduced** parking for safety
- Reduced** trees for safety
- Reduced** sidewalks for safety
- Widened** lanes for safety
- Widened** intersections for safety
- Took** sidewalks out of capacity

*In the **past** traffic planners and engineers have been in a race to decline of cities and quality of life.*

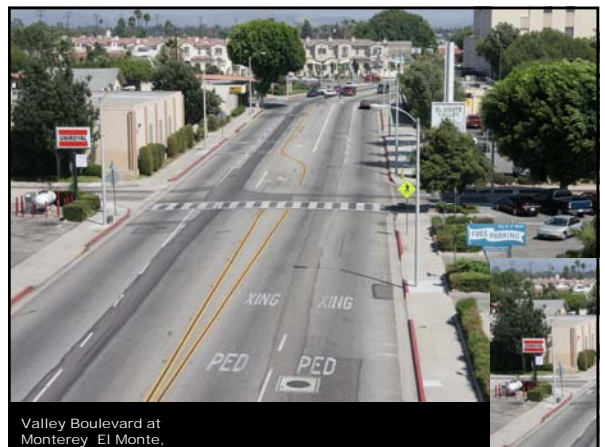
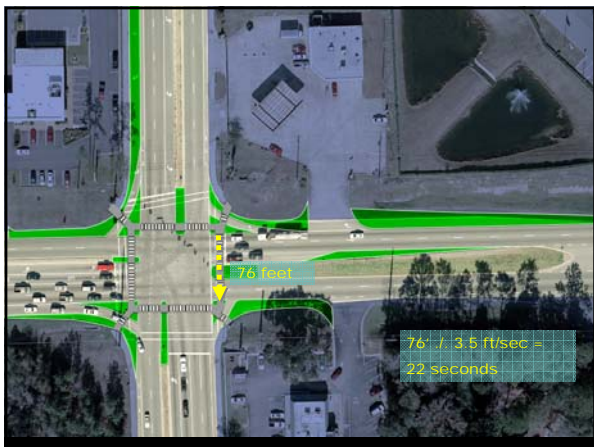
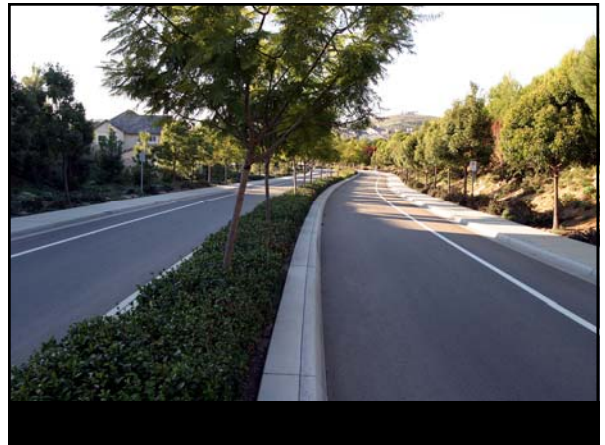
Narrow Lanes and Safety

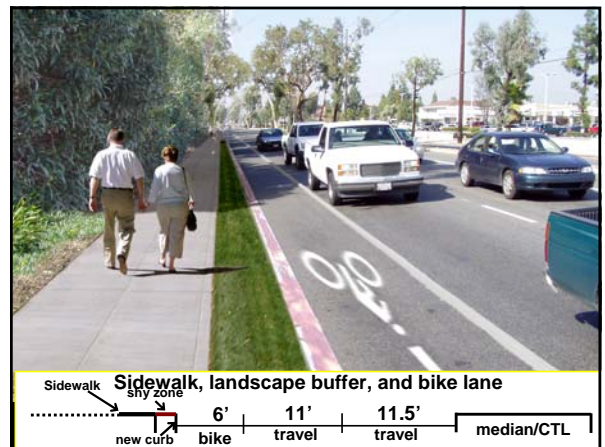
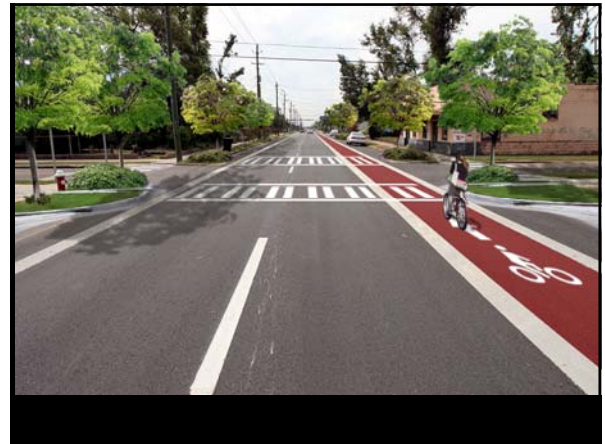
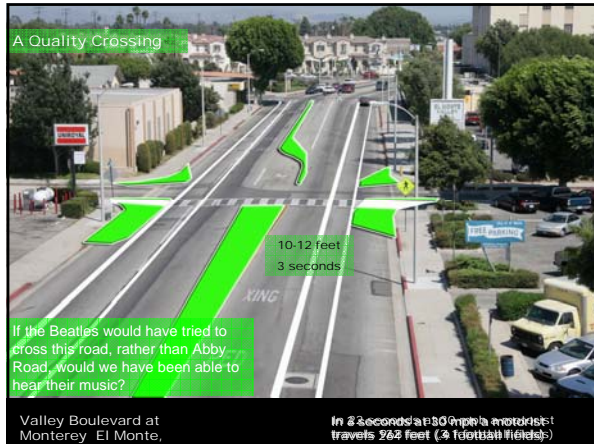
"Unlike previous papers, Noland's is not a localized study or one reflecting unusual roadway types. **It is specific to collectors**, and it applies to all roads of this category throughout the US.

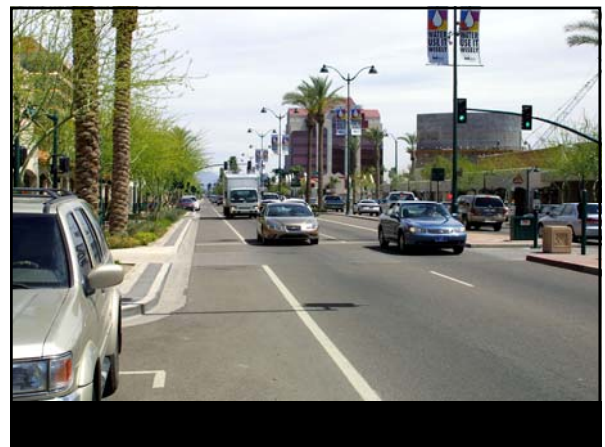
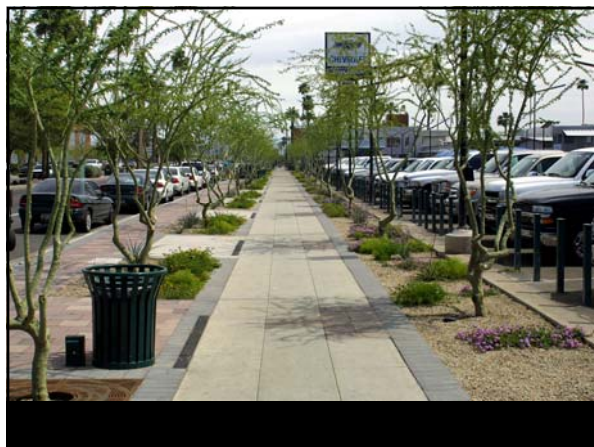
Noland states bluntly, **'as more arterial and collector lane widths are increased up to 12 ft or more, traffic fatalities and injuries increase...'**

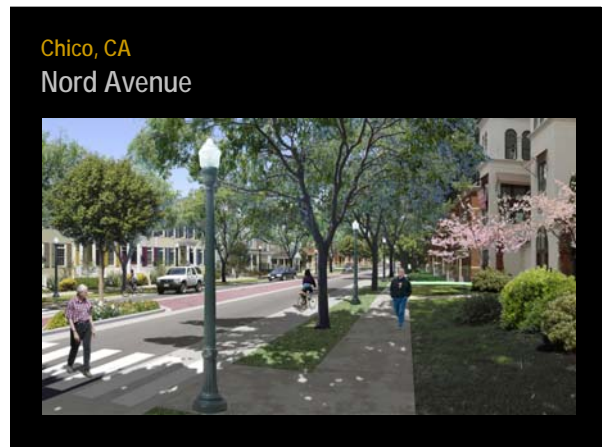
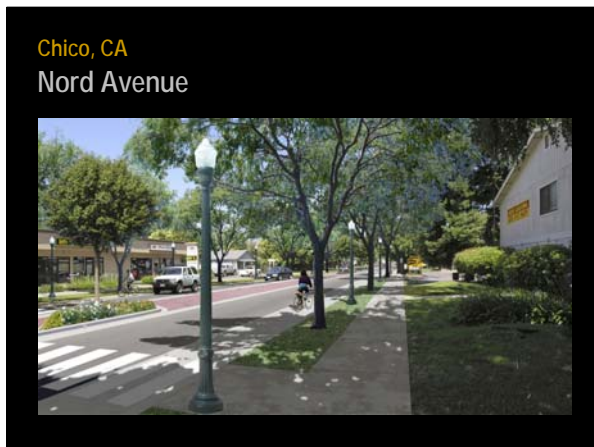
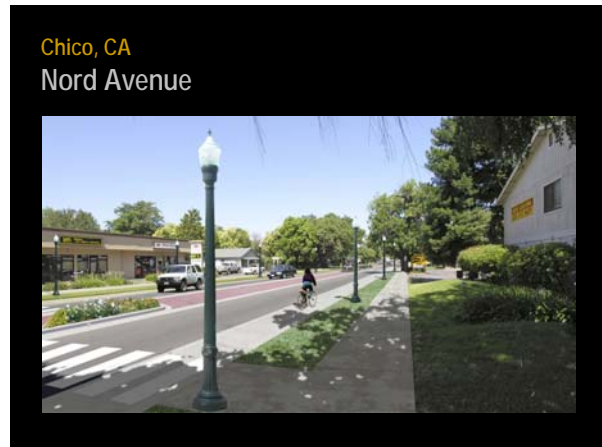
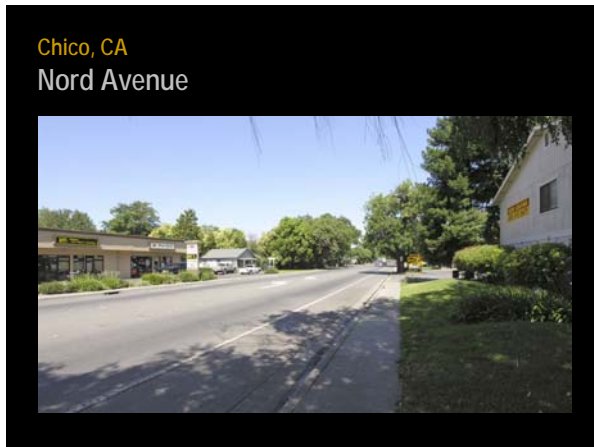
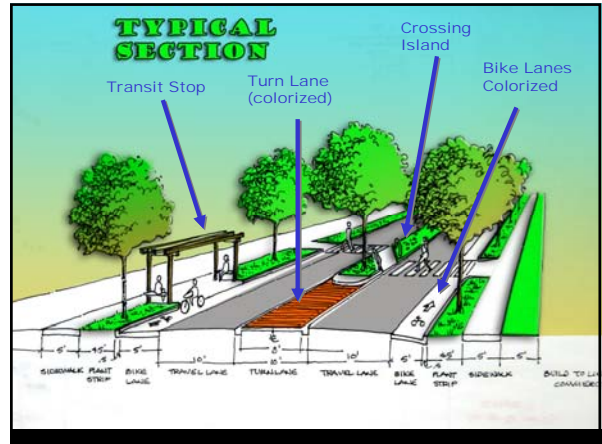
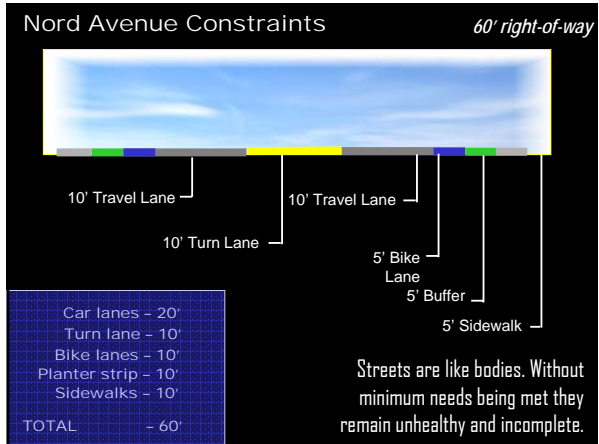
These results are quite stunning as it is general practice to 'improve' the safety of roads by increasing lane widths."

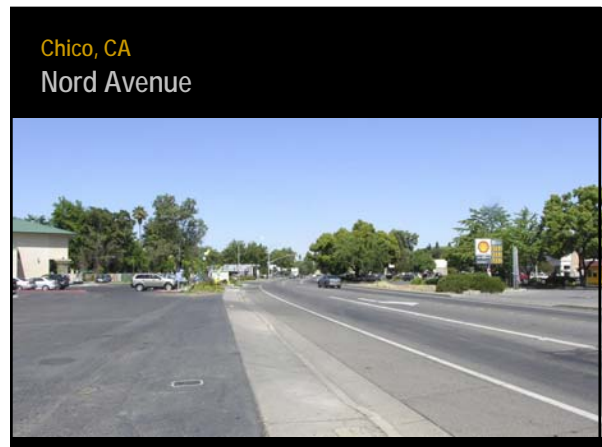
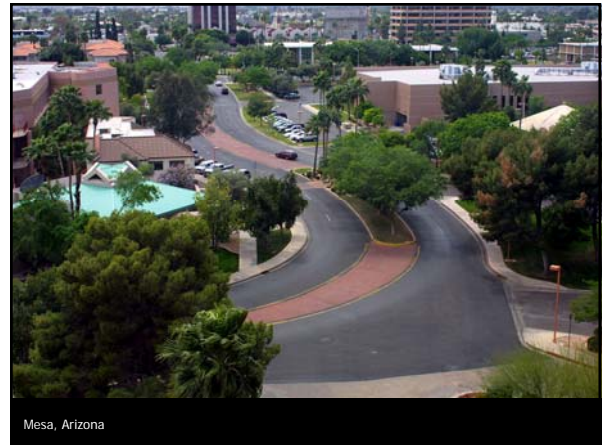
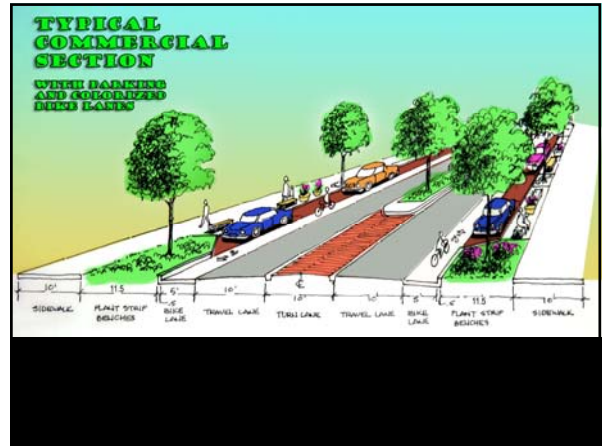
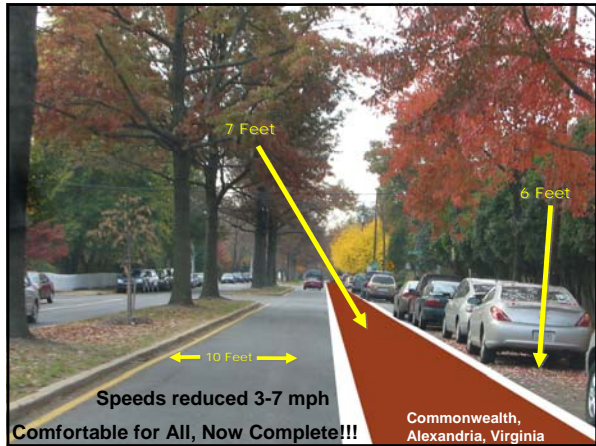
Evidence that showed narrowing traffic lanes reduce motorist speeds. The Journal Accident Analysis and Prevention (<http://www.sciencepubs.com/journal/00014575>) has this article 'In Press.'











Chico, CA
Nord Avenue



Chico, CA
Nord Avenue



Chico, CA
Nord Avenue



Chico, CA
Nord Avenue



Chico, CA
Nord Avenue



Neighborhood Residential Street Section 60' right-of-way



- 10-foot lanes for slower travel speeds
- On-street parking on one side
- Sidewalks separated from travel lane
- Street Trees and Bike lanes

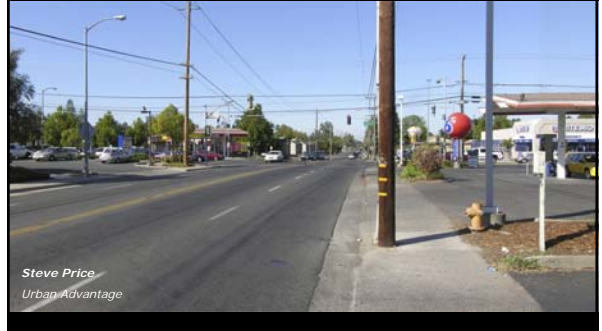
Village Center Street Section

70' right-of-way



- Center turn lane alternates with medians
- Wide sidewalks
- On-street parking
- Mid-block crossings

Hurley looking west near Fulton Avenue



Steve Price
Urban Advantage

Hurley looking west near Fulton Avenue



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Urban Advantage

Hurley looking west near Fulton Avenue



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Urban Advantage

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Steve Price
Urban Advantage

School Area Street Section

64' right-of-way



- 10-foot median allows safe mid-block crossings
- Wide sidewalks
- Street trees for shade, slower speeds, and aesthetics
- Bike lanes

Hurley looking west near Greer Elementary School



Hurley looking west near Greer Elementary School



Hurley looking west near Greer Elementary School



Hurley looking west near Greer Elementary School



Millcreek and West El Camino

Today

Tomorrow

Safety changes:
 Shoulder crossings
 Package islands
 Lower turning speeds
 Signal coordination
 No waiting
 Shorter exposure times
 Short exposure distance

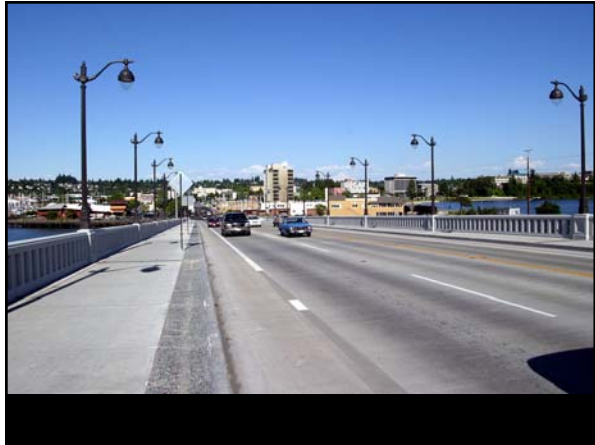
Recommendations:

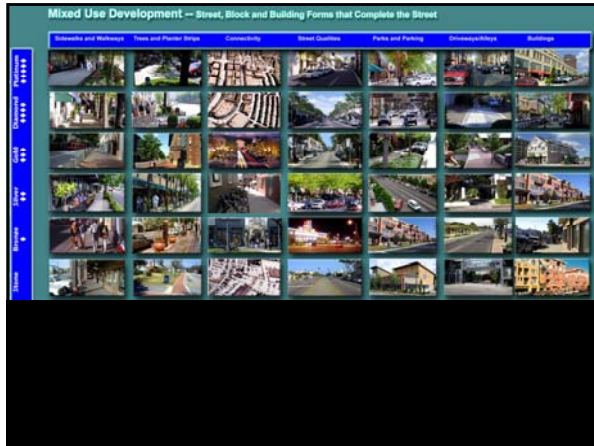
1. Keep average lane to 20 feet
2. Keep travel lanes to 22-24 feet
3. Use roundabouts
4. Keep Millcreek lanes to 20 feet
5. Keep road to appropriate turning levels and make use of bike lanes when comparing effective turning zones
6. Eliminate high speed entry and exit lanes
7. Permit crossing vehicles to cross control lines on Millcreek
8. Right turnpocket crossings are located at all four legs
9. Trucks use "No Turn" - 24 hours per day
10. Queueing space on all corners

El Camino and Millcreek, Sacramento, California

1. Children cross 115 feet of El Camino without a signal or other means of controlling traffic
2. Walking at 4 feet per second, children will take 29 seconds to clear the street, once entered
3. Motorists are moving at 50 mph (73 feet each second)
4. Motorists would be more than 2,000 feet away when the child enters the street

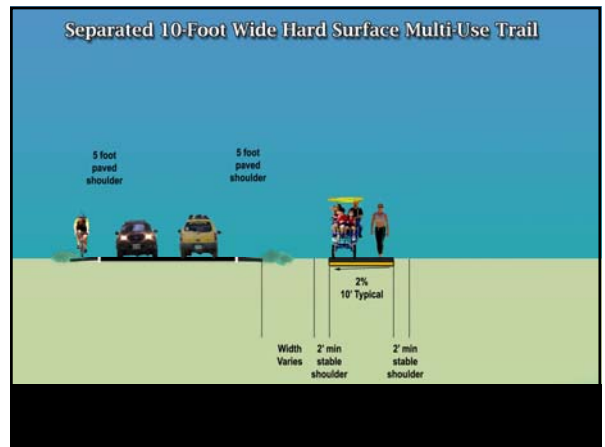
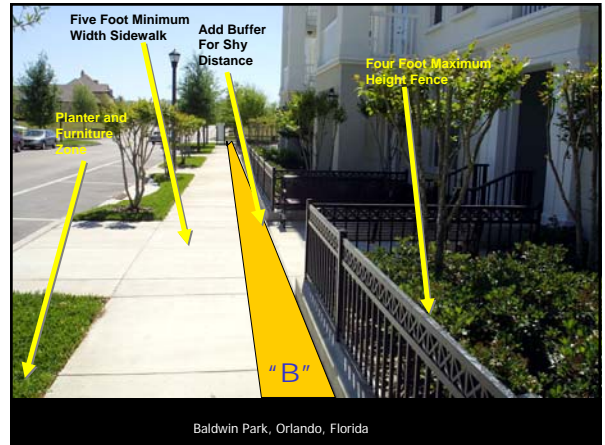
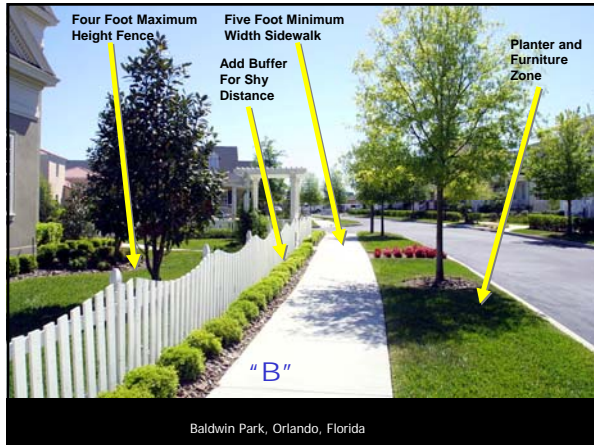


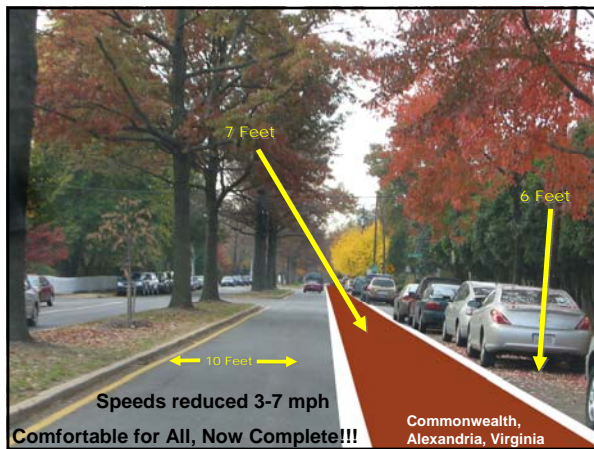
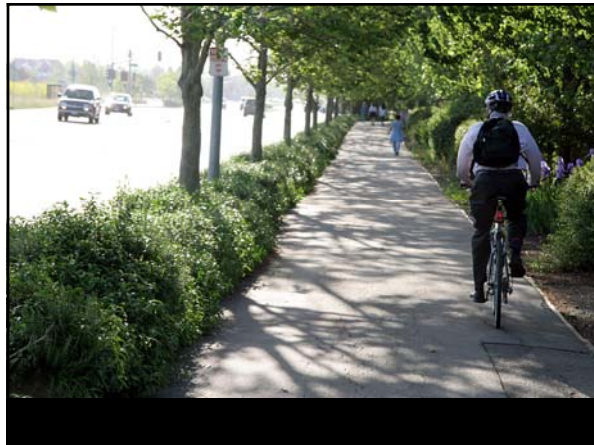
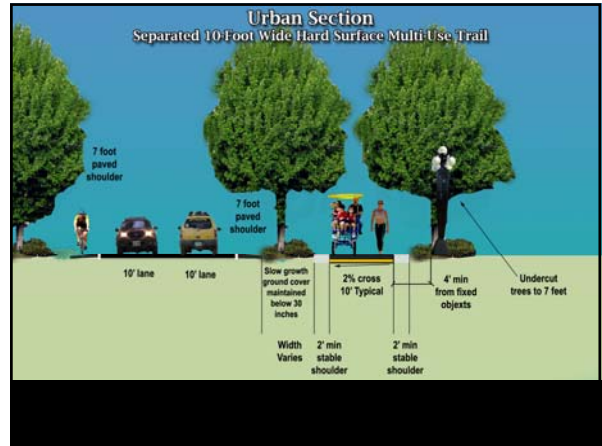
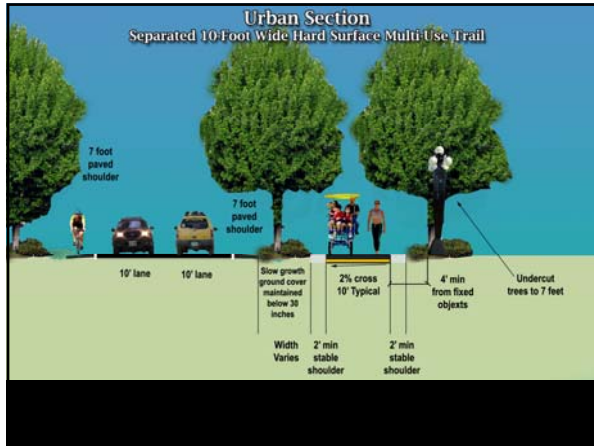




City of Marina Sidewalk Specifications by Travelway Type and Location

Local Travel Ways	Sidewalk	Planter Strip
Alleys, Lanes, Streets, Home under 10 houses, Home under 20 houses	5 foot width Two ramps per corner Concrete preferred Non-mountable curb	6 foot width Trees, 30-50 feet Lighting optional
Schools: Elementary, Middle, High, Colleges	8 foot width Two ramps per corner Concrete preferred Non-mountable curb	6 foot width Trees, 30-50 feet Lighting required
Primary Roads: Avenues, Boulevards	6 foot width Two ramps per corner Concrete preferred Non-mountable curb For attached walks add 2 foot width	6 foot width Trees, 30-50 feet Lighting recommended
Commercial Areas: Main Street, Other Commercial	8-20 foot width Two ramps per corner Concrete preferred Non-mountable curb	6 foot width Trees, 30-50 feet Lighting required
Special: Transit Parks, Pedestrian Parks, Woonerwen (People Streets), Other Special Use	15 or more width Two ramps per corner Concrete preferred Non-mountable curb	6 foot width Trees, 30-50 feet Lighting required

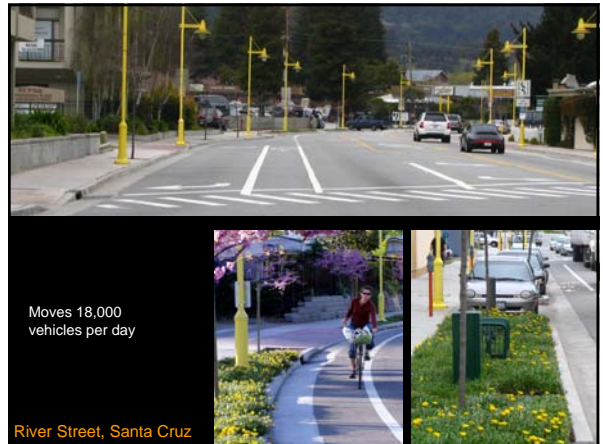
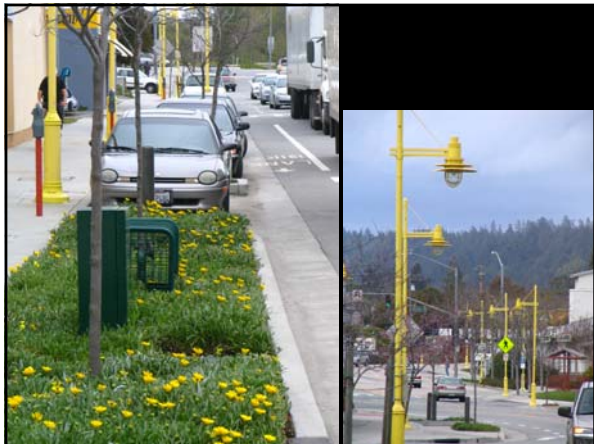






Road Diets









Olive Avenue, West Palm Beach, Florida

