NACTO's Urban Design Guidelines
Changing the DNA of California Streets

National Association of City Transportation Officials

SFMTA
Municipal Transportation Agency

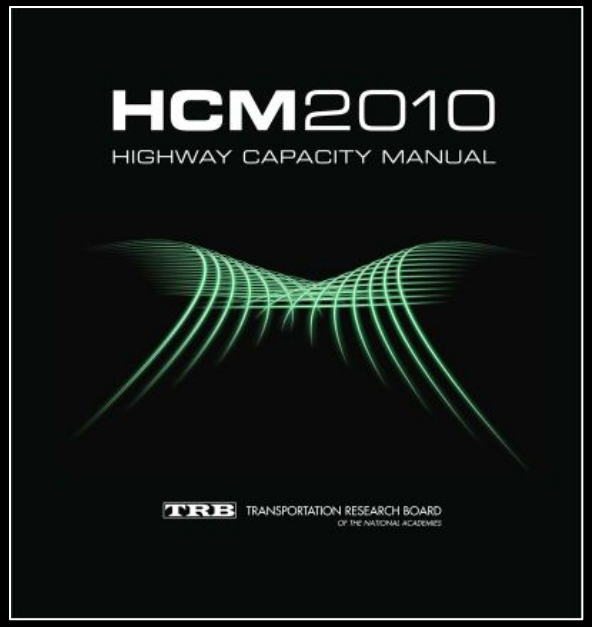
Edward Reiskin
Director, SFMTA
President, NACTO

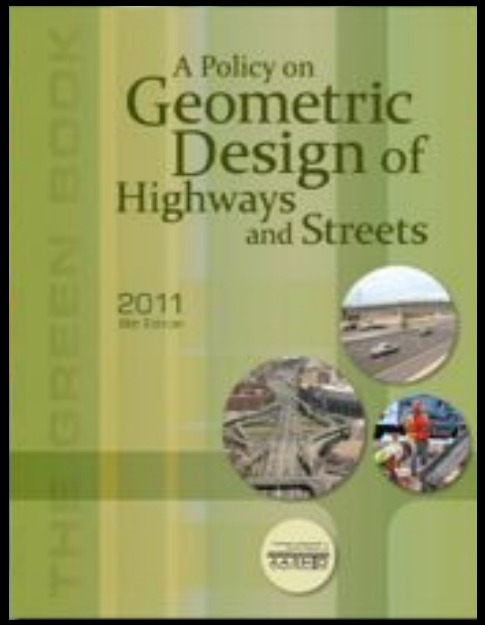
SPUR
July 9, 2014

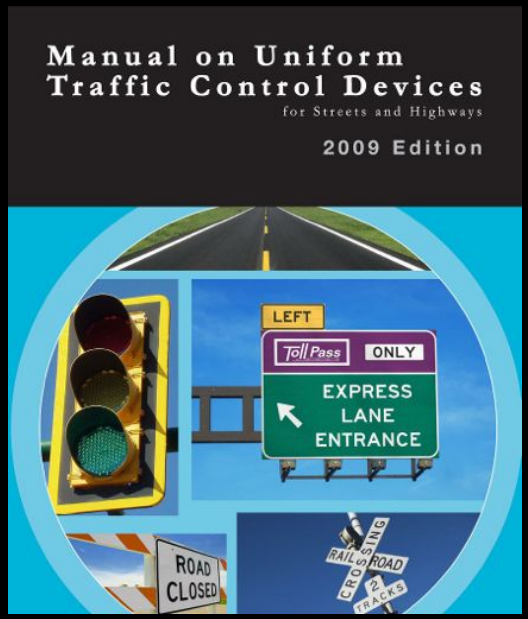
What Is NACTO?

- Founded 1996
- Peer Network of Large Central Cities (35)
- Advancing Sustainable Transportation and Street Design
- Focus on Local Innovation and Expertise
- City Counterpart to AASHTO (American Association of State Highway and Transportation Officials)

Prevailing design guidelines define every street as a highway





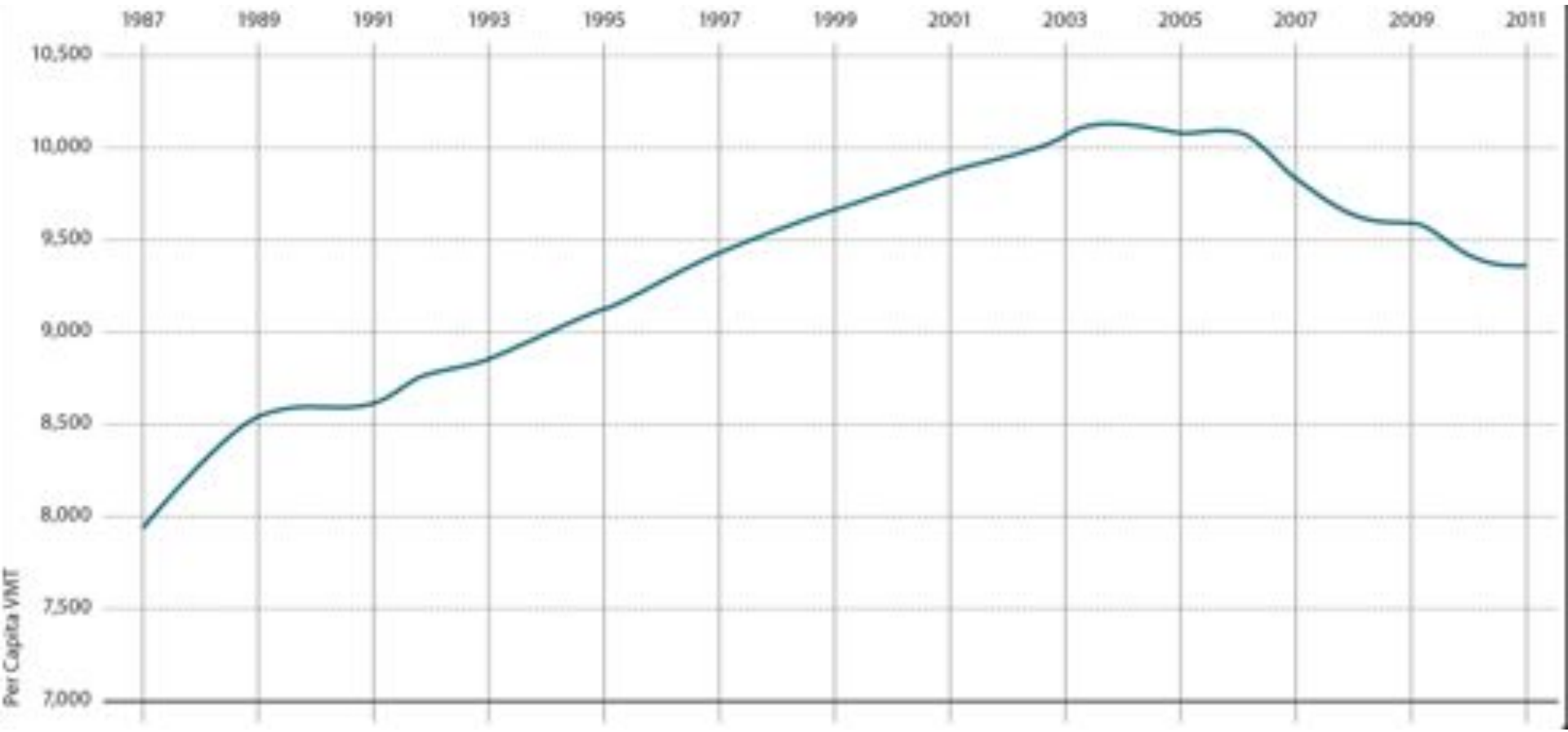


What do we expect of our streets?

THEN	NOW
Speed	Multi-Modal Options
Mobility	Public Health/Safety
Safety	Economic Development
	Environmental Quality
	Community Building/Livability
	Equity

Credit: Tom Maguire, NYC DOT

People are Driving Less,
Biking, Walking, and Taking Transit More

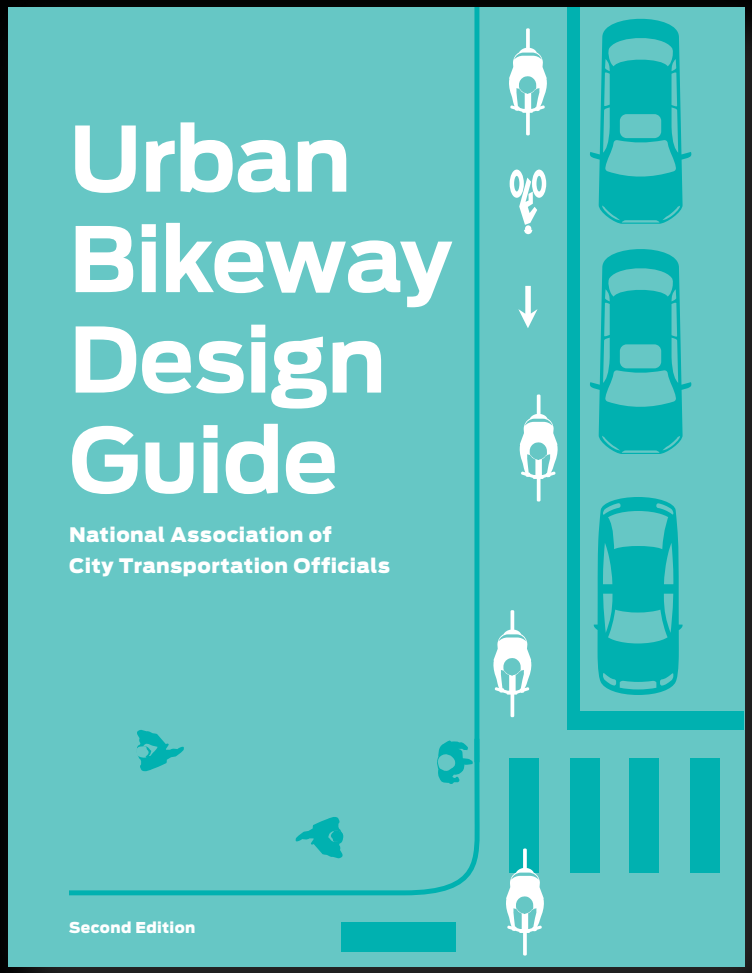


We must align our Policy Goals
With our Engineering Specs

Boston Complete Streets Guidelines, 2012

New York City Street Design Manual, 2nd Ed. 2013

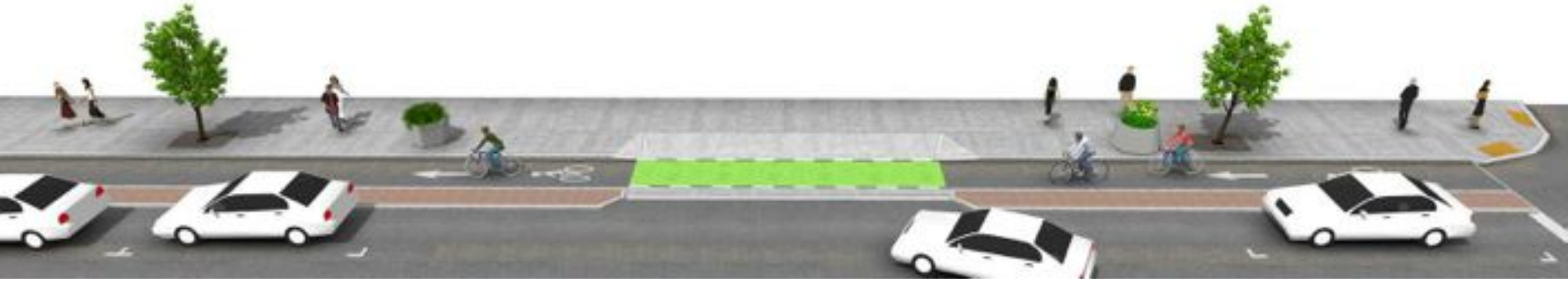
San Francisco Better Streets Plan, 2010



Published March 2011
Second Edition Fall 2012

Published
September 2013

Urban Bikeway Design Guide 2011-12




Atlanta

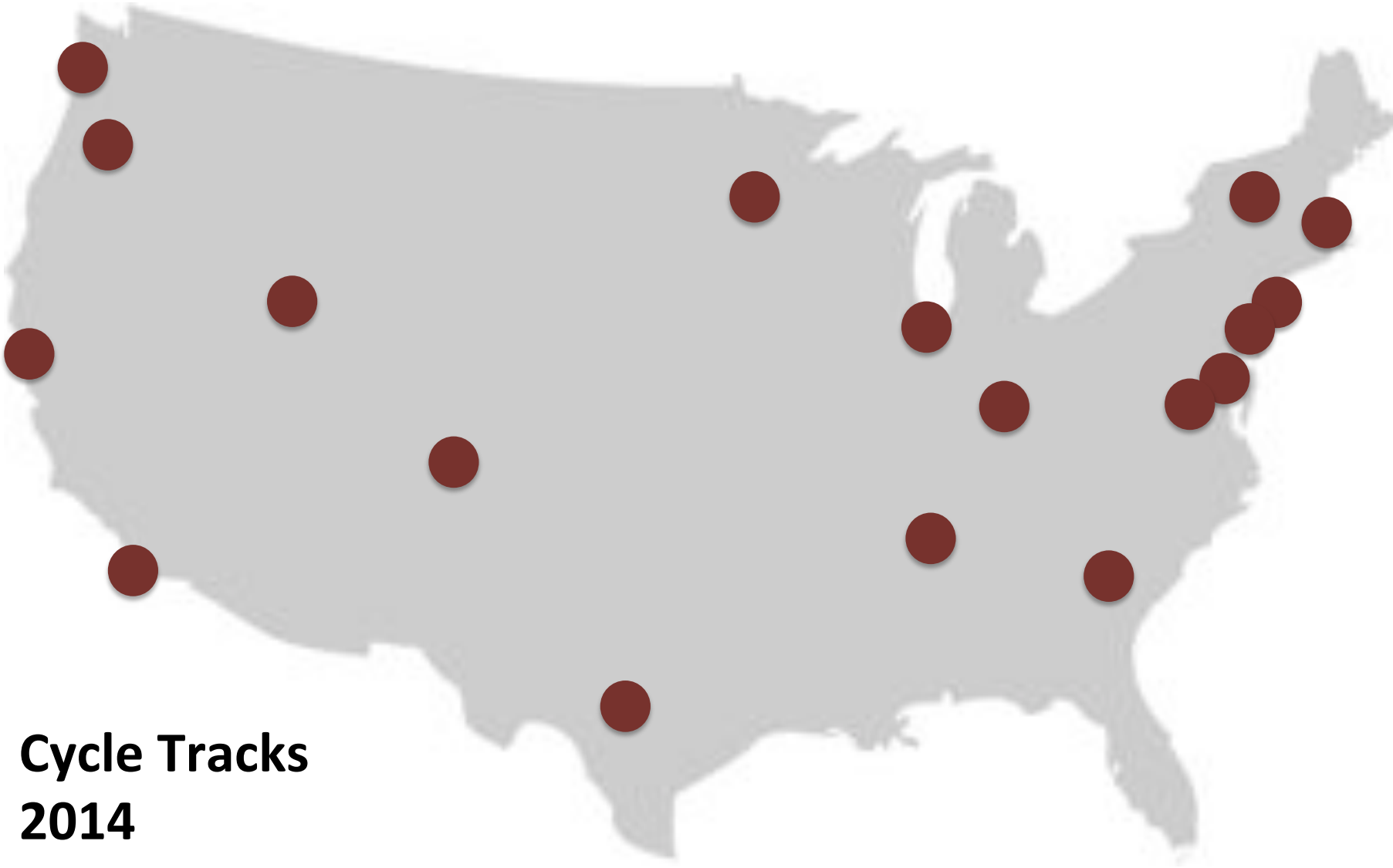

Austin


Salt Lake City


WAIT HERE
Charlotte

Cycle Tracks
2009
Pre-NACTO Guide

*NACTO Members only

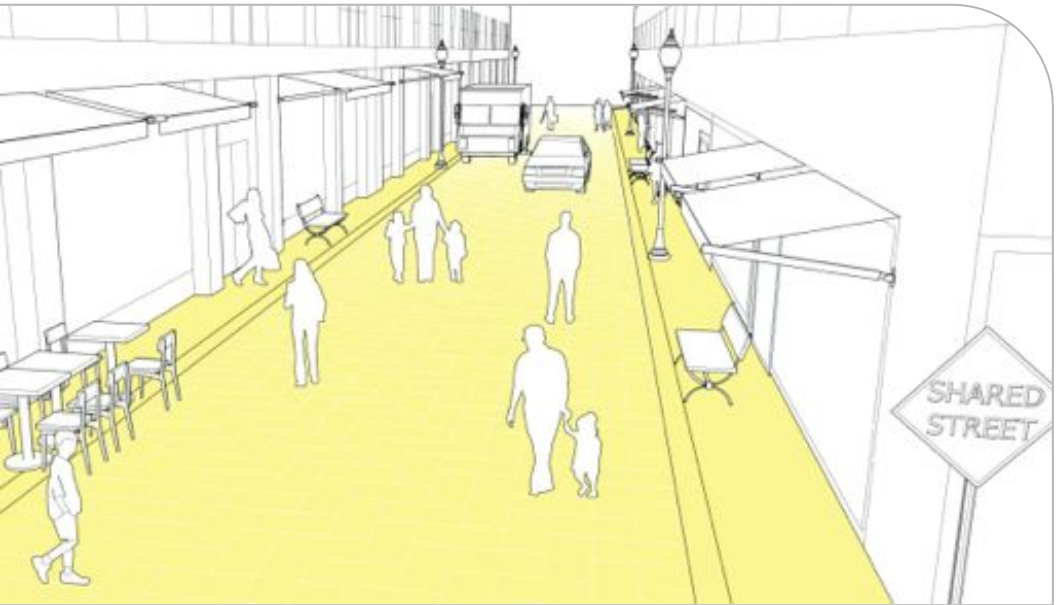


Cycle Tracks
2014
Post-NACTO Guide

*NACTO Members only


Design
Guidance

The Urban Street Design Guide



Streets Are
Public Spaces

Great Streets are
Great for Businesses

Streets Can
Be Changed

Design for
Safety

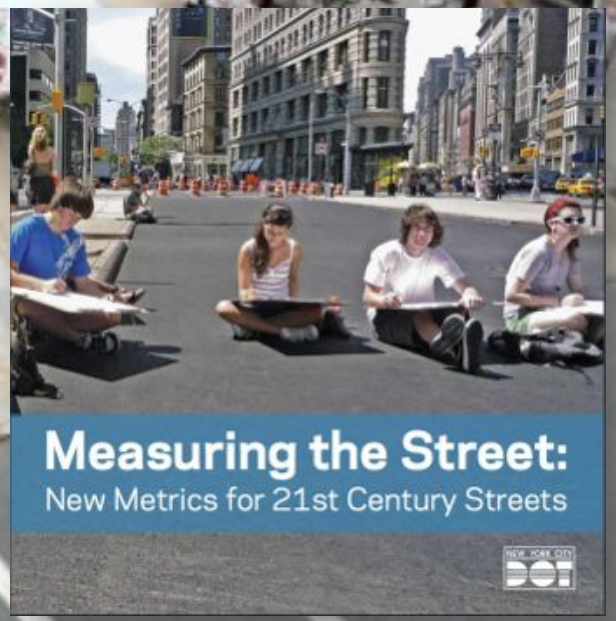
Streets are
Ecosystems

Act Now!

Streets Are Public Spaces

University City District

Great Streets are Great for Business



NYC DOT

Streets can be Changed

Atlanta

Design for Safety

Streets are Ecosystems

Act Now!

Raised Intersections

Raised intersections create a safe, slow-speed crossing and public space at minor intersections. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

RECOMMENDATIONS

1 Raised intersections are flush with the sidewalk and ensure that drivers traverse the crossing slowly. Crosswalks do not need to be marked unless they are not at grade with the sidewalk. ADA-compliant ramps and

2 Raised intersections (and mini roundabouts) with yield control are preferred to signals on low-speed (<30 mph) and low-volume (<3,000 ADT) streets, as well as some moderate-volume streets in 30 mph zones. STOP signs should be used instead of YIELD signs if there are concerns that drivers might ignore the pedestrians

4 Where two 1-way streets intersect, there will be two corners around which no drivers turn. This can be designed with the smallest constructible radius (approximately 2 feet) as long as a 40-foot fire truck can make the turn without encroaching upon the sidewalk.

NACTO.ORG/USDG

A commercial shared street environment should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged.

EXISTING

The downtown street in the rendering above is a common sight in many older cities where downtown commercial streets may predate wider grid streets. In newer cities, a retail district with heavy parking utilization and narrow, congested sidewalks may have similar conditions or opportunities.

1 Sidewalk congestion creates unsafe conditions, as crowding forces some pedestrians to walk in the street to avoid crowds.

Vehicles in search of on-street parking create traffic congestion.

2 Loading and unloading trucks obstruct pedestrian and vehicle traffic. Truck drivers park on the sidewalk to preserve vehicle flow while unloading, forcing pedestrians to mix with motorists.

RECOMMENDATIONS

3 Textured or pervious pavements that are flush with the curb reinforce the pedestrian-priority operation of the street and delineate a non-linear path of travel or narrow carriageway. Special pavements, especially

4 Commercial shared streets should be accessible by single-unit trucks making deliveries. Where commercial alleys are non-existent, it may be advantageous to design a shared street to accommodate large trucks.

Provide tactile warning strips at the entrance to all shared spaces. Warning strips should span the entire intersection crossing.

Prior to the application of a shared street

Existing

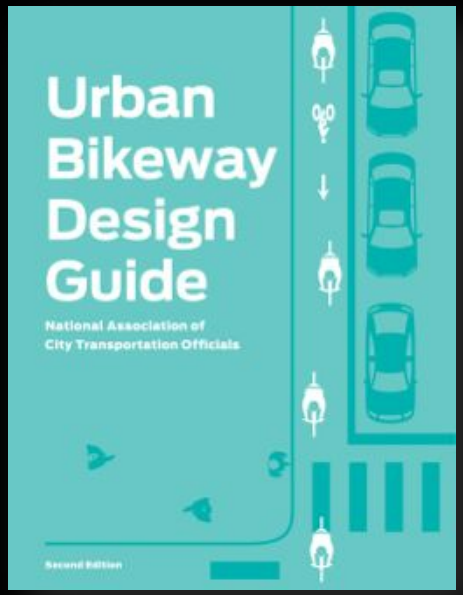
Interim

Reconstruction

Implementing the Guide: The Next Steps

April 11, 2014

Caltrans Backs Innovative Street Design Guides to Promote Biking and Walking



"California's transportation system must be multimodal and support bicycles and pedestrians as well as automobiles. Caltrans' endorsement of these innovative street design options is an important part of modernizing our approach to improving transportation for all Californians."

– CalTrans Director Malcolm Dougherty

Urban Street Design Guide Endorsements

States

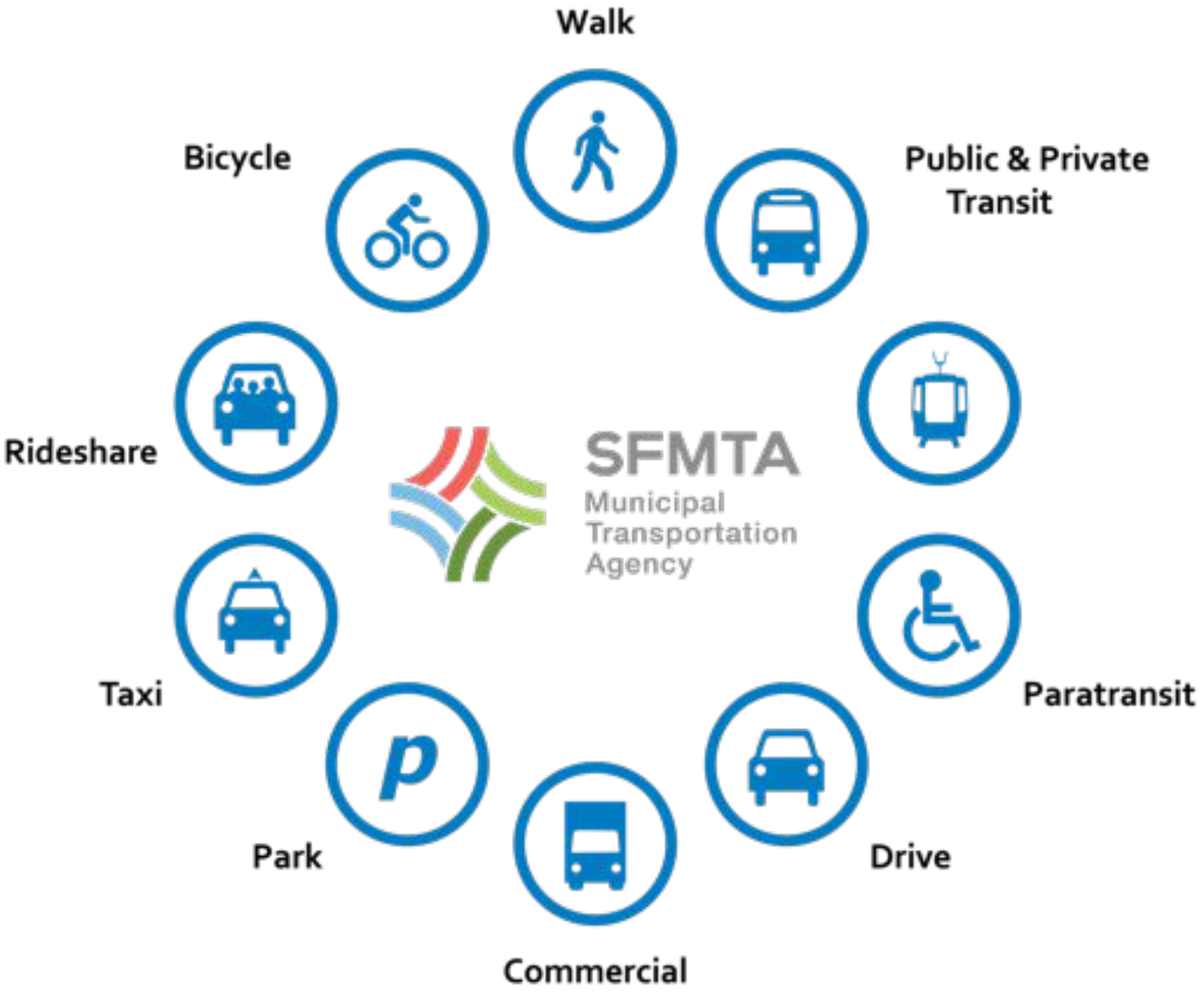
California
Massachusetts
Minnesota
Tennessee
Utah
Washington

Cities

Arlington, VA
Atlanta
Austin
Baltimore
Bellevue, WA
Boston
Boulder
Brownsville, TX
Charlotte
Chattanooga
Chicago
Davis
Denver
El Paso
Fort Lauderdale
Hoboken
Indianapolis
Louisville
Minneapolis
New York
Oakland
Philadelphia
Pittsburgh
Phoenix
Portland, OR
Portsmouth, NH
Providence
Rochester, NY
Saint Paul
Salt Lake City
San Diego
San Francisco
Seattle
Somerville, MA
Tacoma, WA
Washington, DC

National Association of City Transportation Officials

Implementing NACTO Principles in San Francisco


Walk
Bicycle
Public & Private Transit
Rideshare
SFMTA
Municipal Transportation Agency
Paratransit
Taxi
Park
Drive
Commercial

Transit Complete Streets

Improved Transit Reliability

Bicycle Network Safety Upgrades

Walkable Streets & Spaces

Vision Zero Traffic Safety

Quick / Cost-Effective Improvements

Advance Stop
or Yield Lines /
Red Visibility Curbs

Continental
Crosswalks

Leading Pedestrian
Intervals

Turn
Prohibitions

Reduced
Lane Widths

Temporary
Corner Bulbs
& Chokers

Pedestrian
Scrambles

Speed
Humps

Signal Timing
Changes

Protected
Left Turns

Temporary Pedestrian
Refuge Islands

Designing Cities Conference

San Francisco

October 22-25, 2014

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