

Model Design Manual for Living Streets

www.modelstreetdesignmanual.com

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Presentation to US Department of Transportation
11.8.11



Project Need: What Current Manuals Give Us

Climate change

Air pollution

Traffic deaths

Obesity

Dependence on
non-renewable energy

Neighborhoods without
identity





Venice Bl



ICEAMCAR.COM
LOW COST
INSURANCE
TAIL BONDS
829-2556

323 CLOTHING
829-4223

INSTANT QUOTE

1323

BUSINESS TRUCK
ICEAMCAR.COM

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FREE
INSTANT QUOTE
BAIL BONDS
LIANZAS \$88
829-4266

LIZ PARTY SUPPLIES
323-737-5205

PARTY SUPPLIES
829-5315

BUGGY88







Project Need:

What Street Manuals could give us







Project Origins:

CDC Putting Communities to Work Grant

Recipient: LA County Department of Public Health for
RENEW Initiative

Need: Guidance document for all
RENEW grant communities

Support: UCLA Luskin Center for Innovation



Project Process:

Who Prepared the Manual





Project Process: Organizations Represented

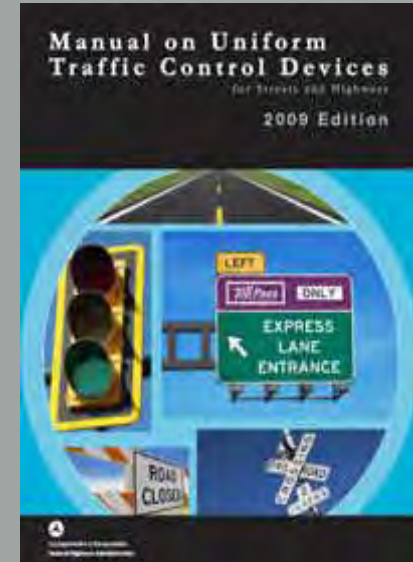
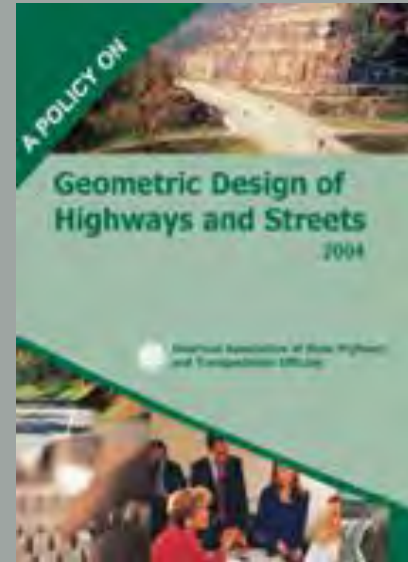
- AARP Public Policy Institute
- American Society of Landscape Architects
- Association of Pedestrian and Bicycle Professionals
- California Department of Health Services
- California Strategic Growth Council
- City of Long Beach
- City of Los Angeles Planning Department
- Council for Watershed Health
- Congress for the New Urbanism
- Federal Highway Administration
- Green Los Angeles Coalition
- Institute of Transportation Engineers
- Local Government Commission
- American Institute of Architects/LA
- LA County Department of Public Health
- National Complete Streets Coalition
- Project for Public Spaces
- Safe Routes to School National Partnership
- Smart Growth America
- UCLA Luskin Center for Innovation
- US Access Board



Manual Introduction:

Legal Standing of Street Manuals

- AASHTO “Green Book”
- The California *Highway Design Manual*
- Local manuals or street design standards
- MUTCD
- The California Fire Code
- CA Streets and Highways Code and California Vehicle Code



Chapter 2: Living Streets Vision

- Equity
- For people of all ages and physical abilities whether they walk, bicycle, ride transit, or drive
- Integrate connectivity and traffic calming with pedestrian-oriented site and building design
- Connect people
- Local people design their streets
- Are inviting
- Foster healthy commerce
- Strengthen and enhance neighborhoods
- Encourage active and healthy lifestyles
- Integrate environmental stewardship
- Vary in character by neighborhood, density, and function



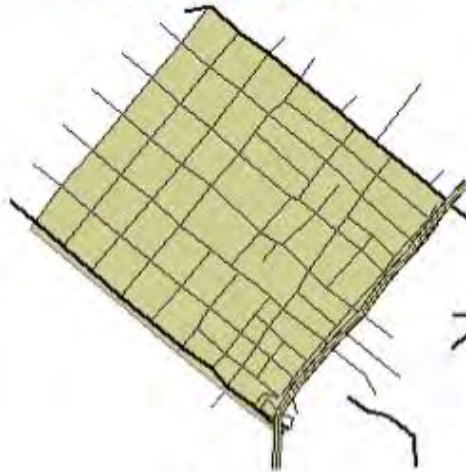




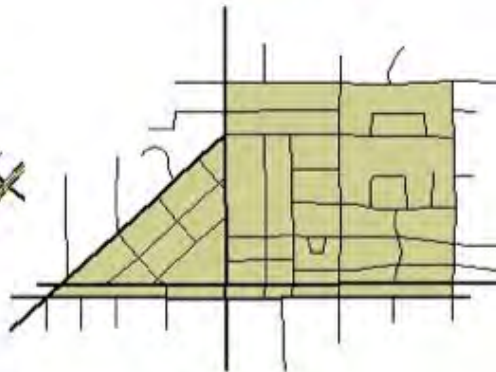
Chapter 3:

Street Networks

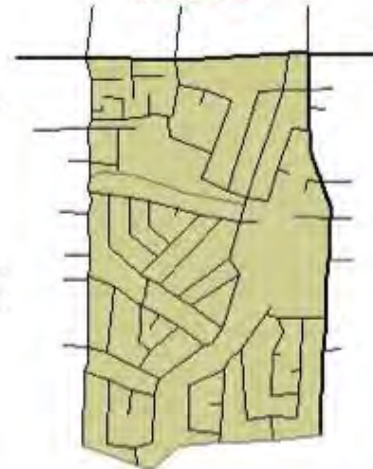
Prior to 1939



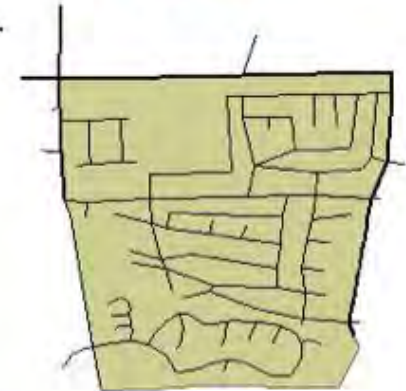
1940s



1950s



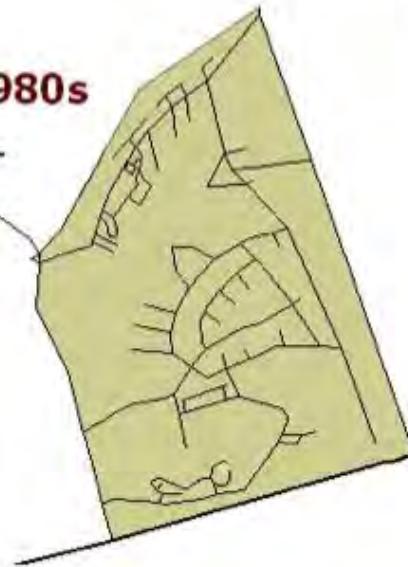
1960s



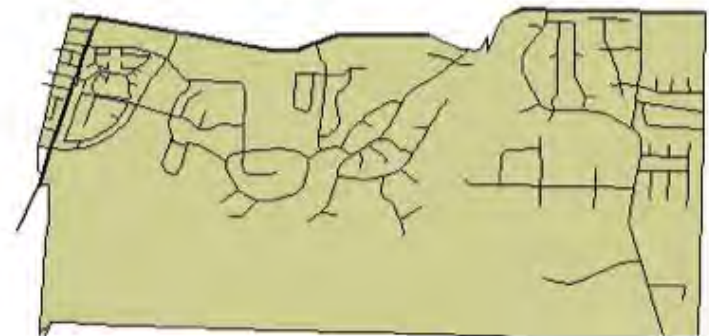
1970s



1980s



1990s



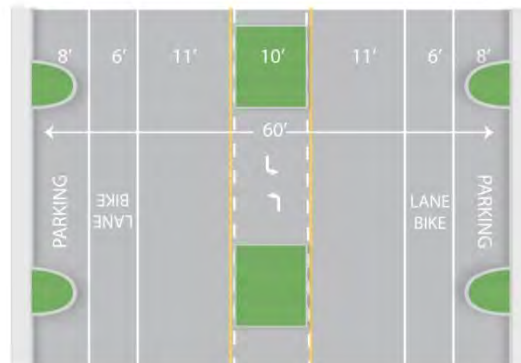
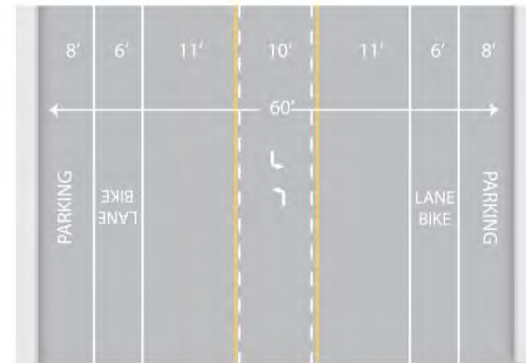
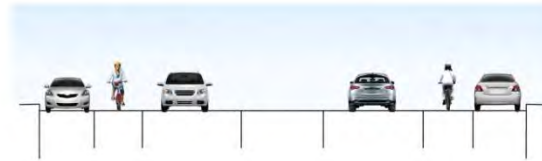
Street Typologies

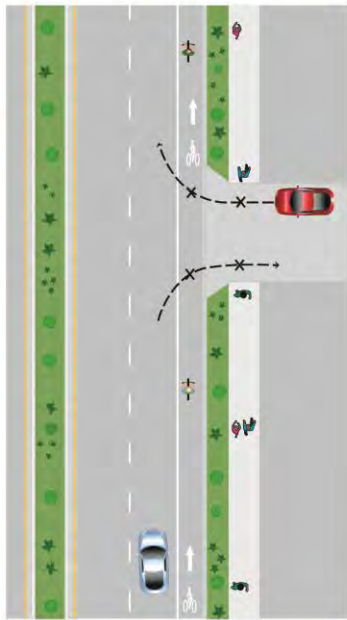
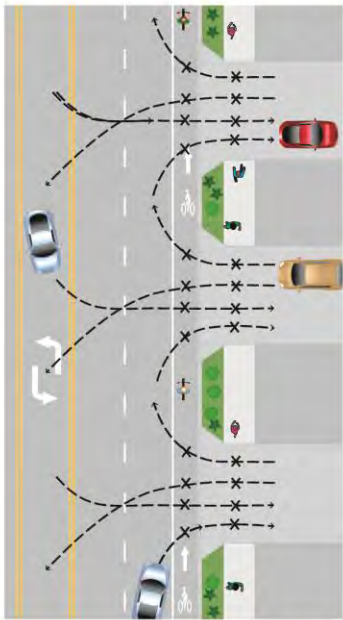




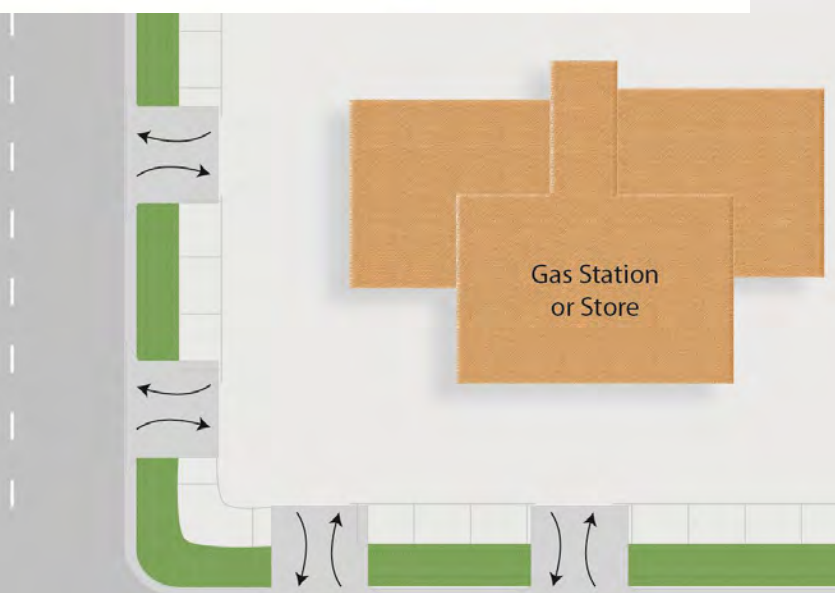


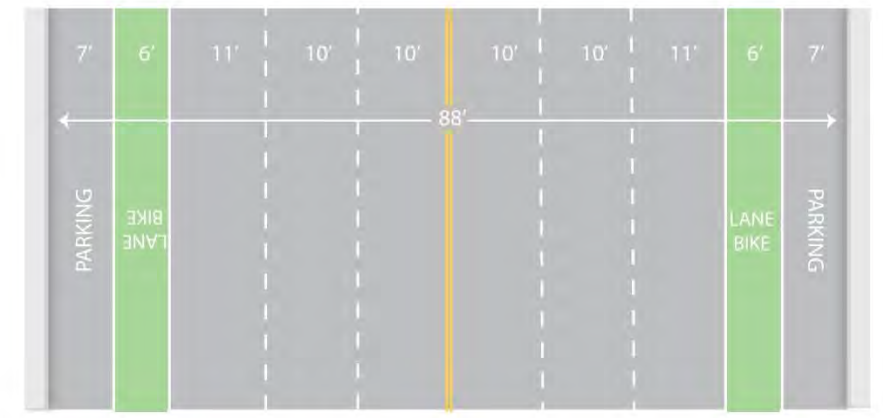
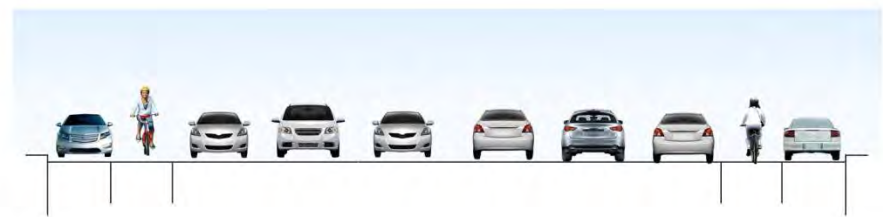
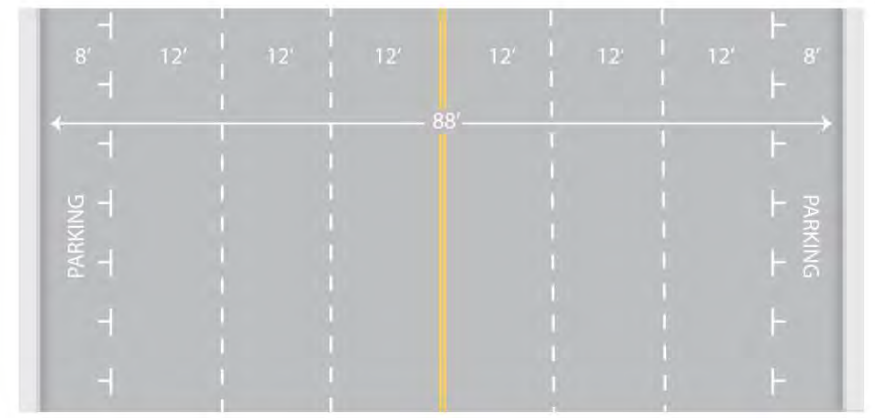
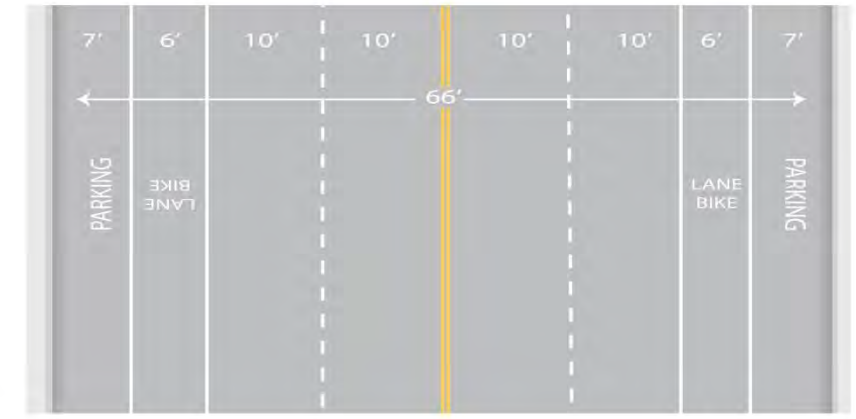
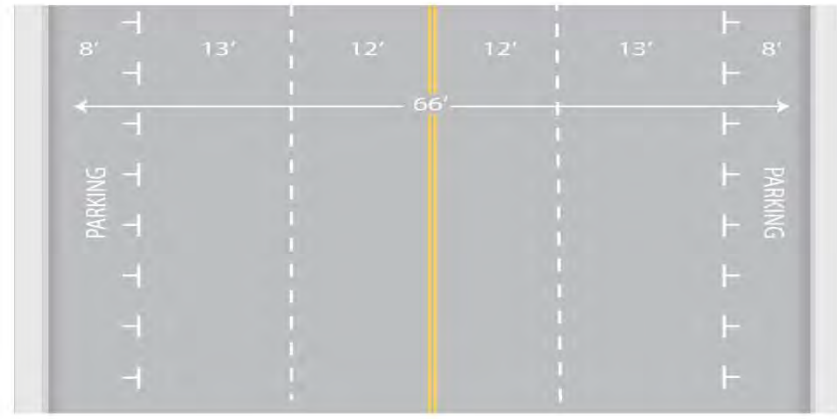
Chapter 4: Traveled Way Design



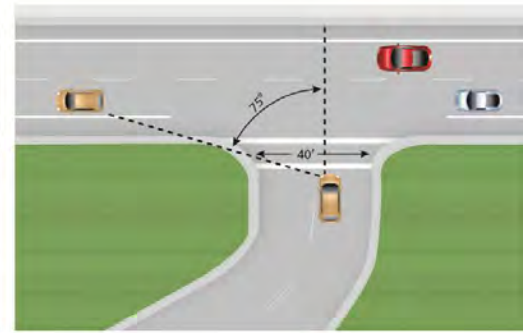
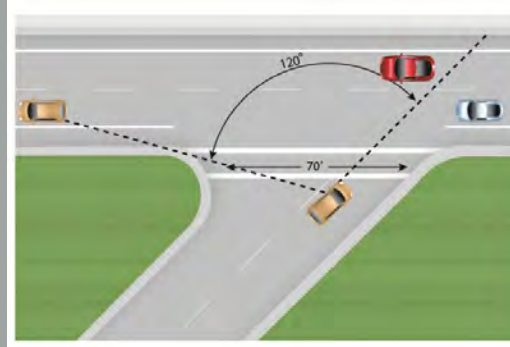
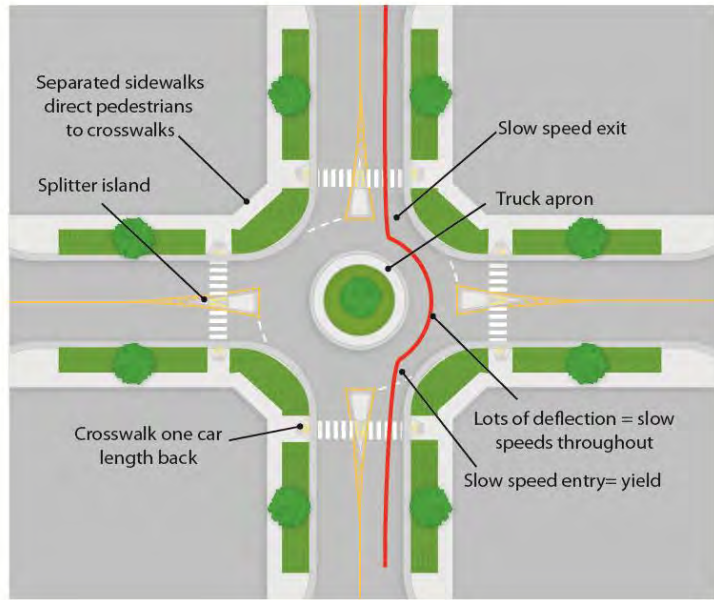


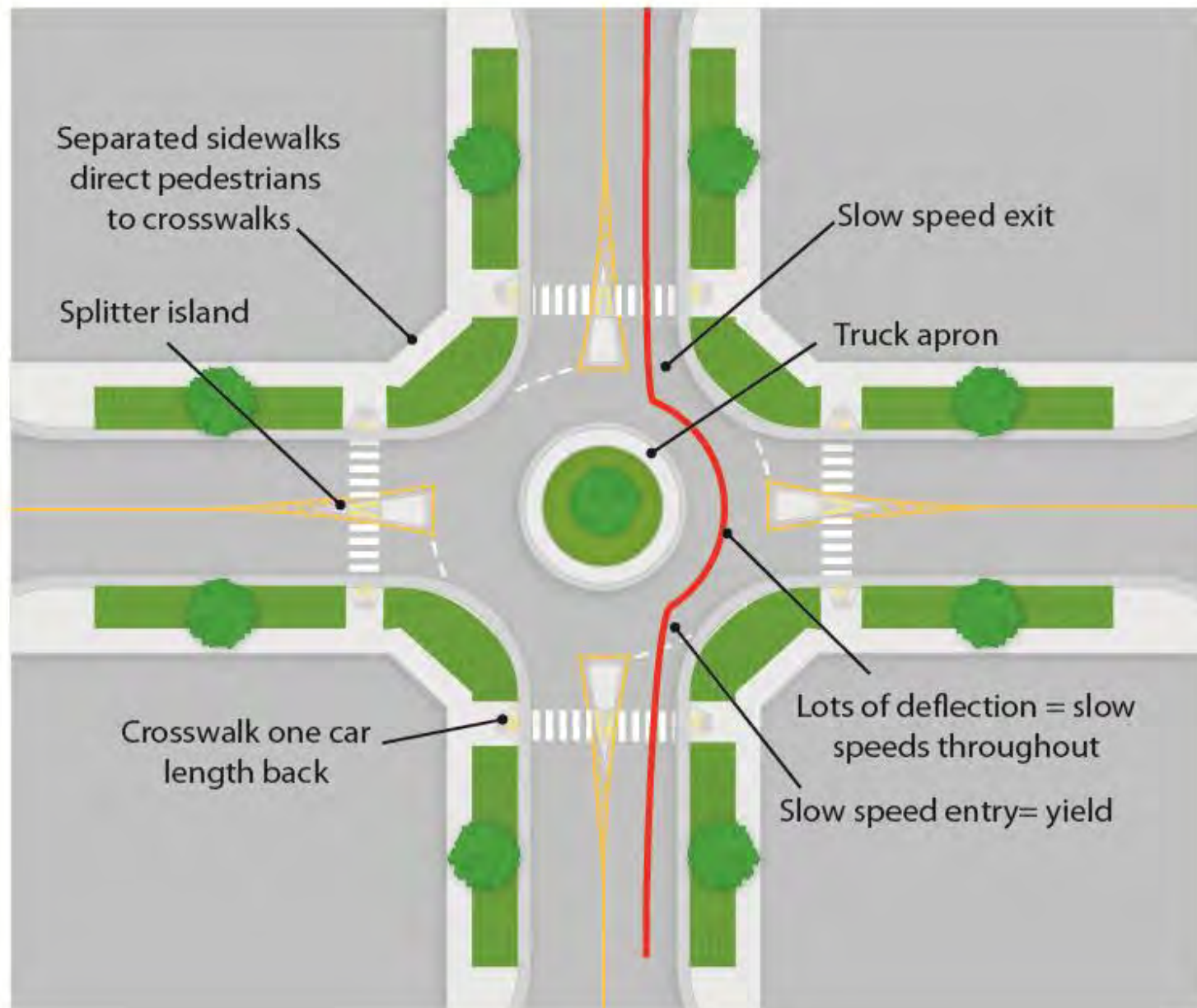
Access Management

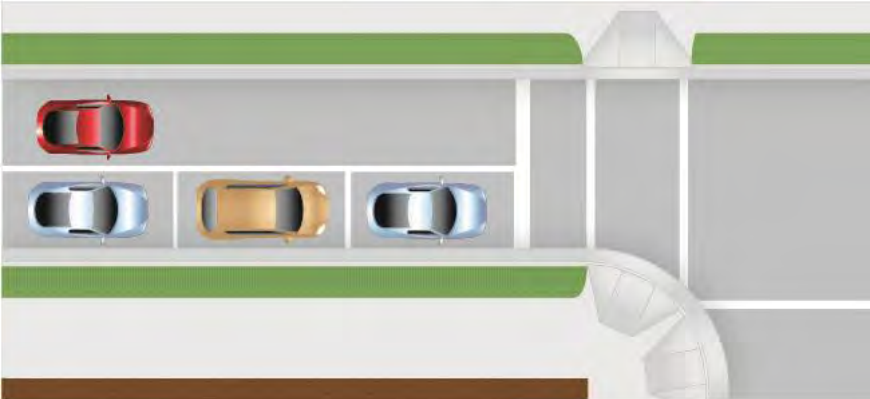




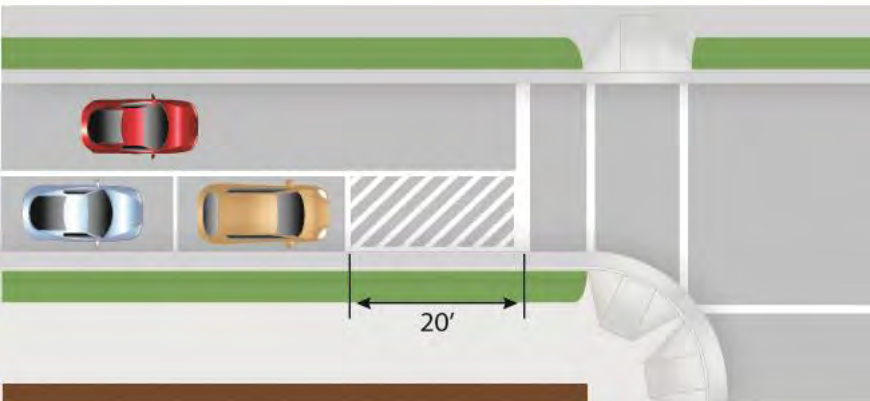
Chapter 5: Intersection Design







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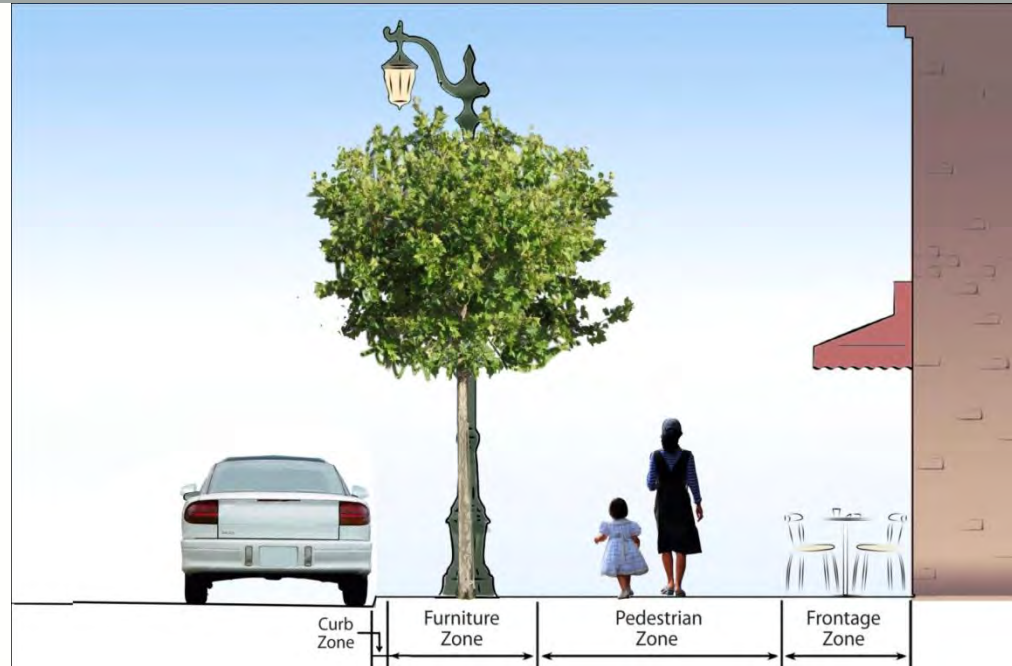
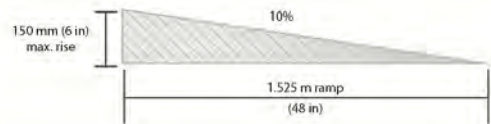
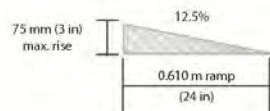
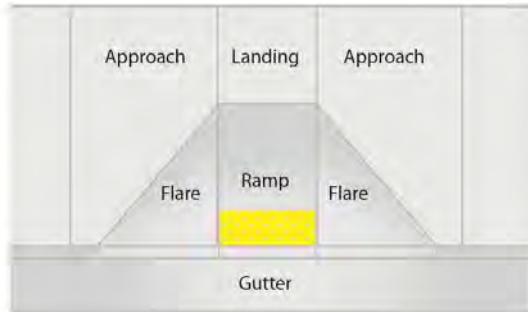


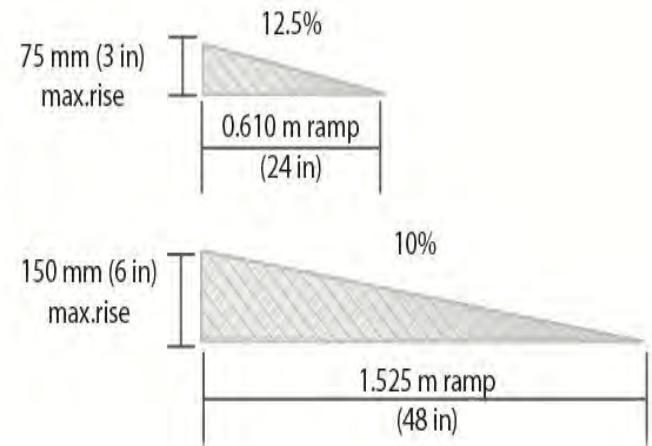
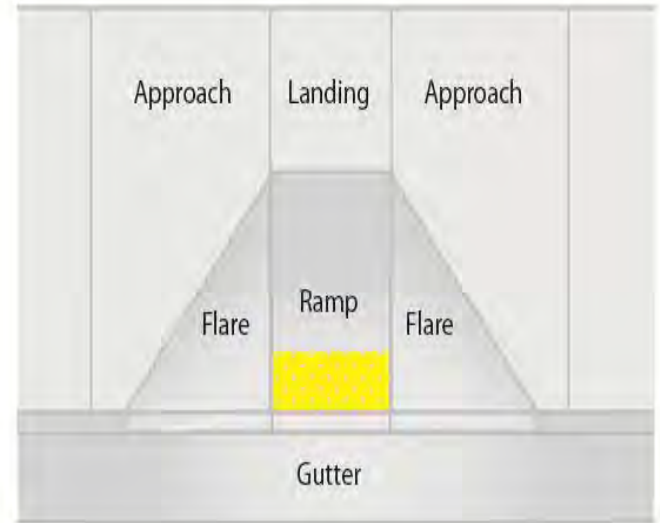
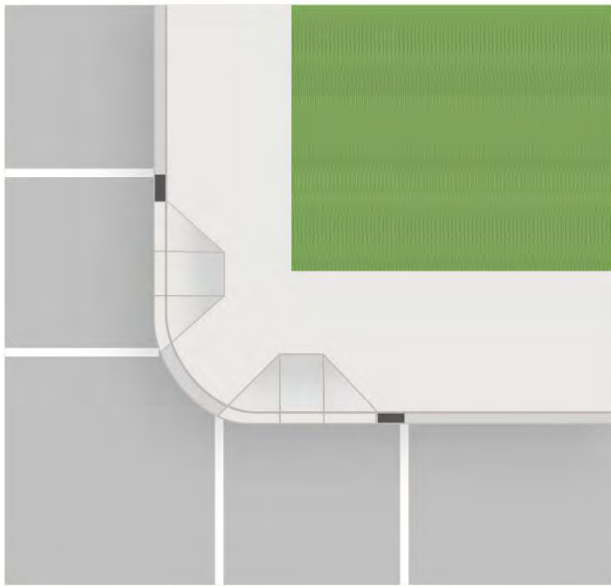
PROTECTED
PERMISSIVE



PROTECTED

Chapter 6: Universal Access







Curb
Zone

Furniture
Zone

Pedestrian
Zone

Frontage
Zone



	Boulevard	Avenue	Street
Mixed / Multi-use	Frontage: 30", 8' with café seating Pedestrian: 6' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 14'	Frontage: 30", 8' with café seating Pedestrian: 6' Furniture: 4', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 13'	Frontage: 18" Pedestrian: 6' Furniture: 4' Curb: 6" Min. Width: 12'
Industrial	Frontage: 18" Pedestrian: 5' Furniture: 5' Curb: 18" Min. Width: 13'	Frontage: 18" Pedestrian: 5' Furniture: 4' Curb: 18" Min. Width: 12'	Frontage: 18" Pedestrian: 5' Furniture: 4' Curb: 18" Min. Width: 12'
Downtown Core / Main Street	Frontage: 30", 8' with café seating Pedestrian: 6' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 14'	Frontage: 30", 8' with café seating Pedestrian: 6' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 14'	Frontage: 30", 8' with café seating Pedestrian: 6' Furniture: 5' Curb: 6" Min. Width: 14'
Transit Oriented Districts	Frontage: 30" Pedestrian: 8' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 16'	Frontage: 30" Pedestrian: 8' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 16'	Frontage: 18" Pedestrian: 6' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 13'
Office Park	Frontage: 18" Pedestrian: 5' Furniture: 5' Curb: 6" Min. Width: 12'	Frontage: 18" Pedestrian: 5' Furniture: 5' Curb: 6" Min. Width: 12'	Not Applicable
Public Facilities	Frontage: 30" Pedestrian: 8' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 16'	Frontage: 30" Pedestrian: 8' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 16'	Frontage: 18" Pedestrian: 6' Furniture: 5', 6'-8' at bus stops, and where large trees are desired Curb: 6" Min. Width: 13'



Chapter 7: Pedestrian Crossings





SHATTUCK
Avenue

ROBERTS BUILDING

2050

PLEASEN Thai Cuisine

L A
BEAUTY SALON
HAIR • NAILS • WAXING • FACIALS
2048 UNIVERSITY AVENUE

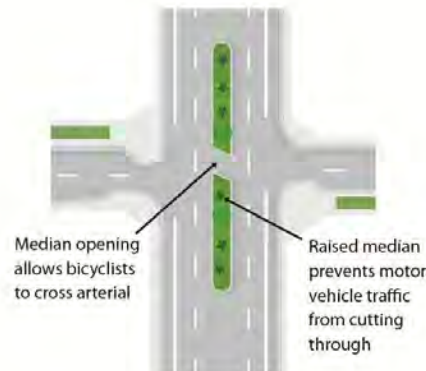
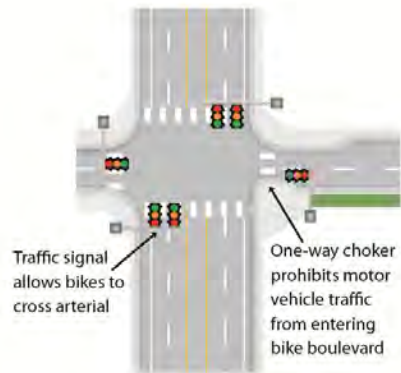
OPEN
—HAIR CUT—
\$12



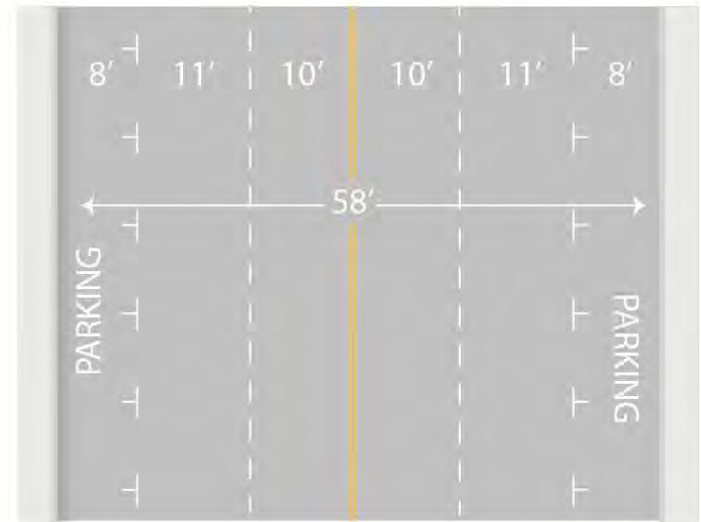




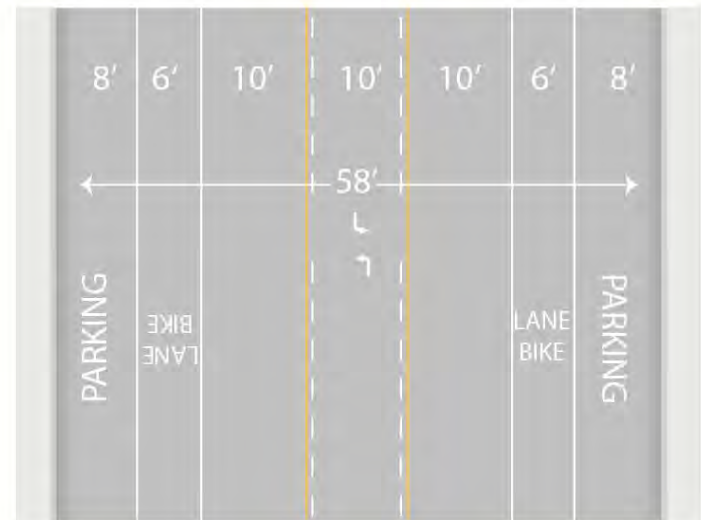
Chapter 8: Bikeway Design



BEFORE ROAD DIET

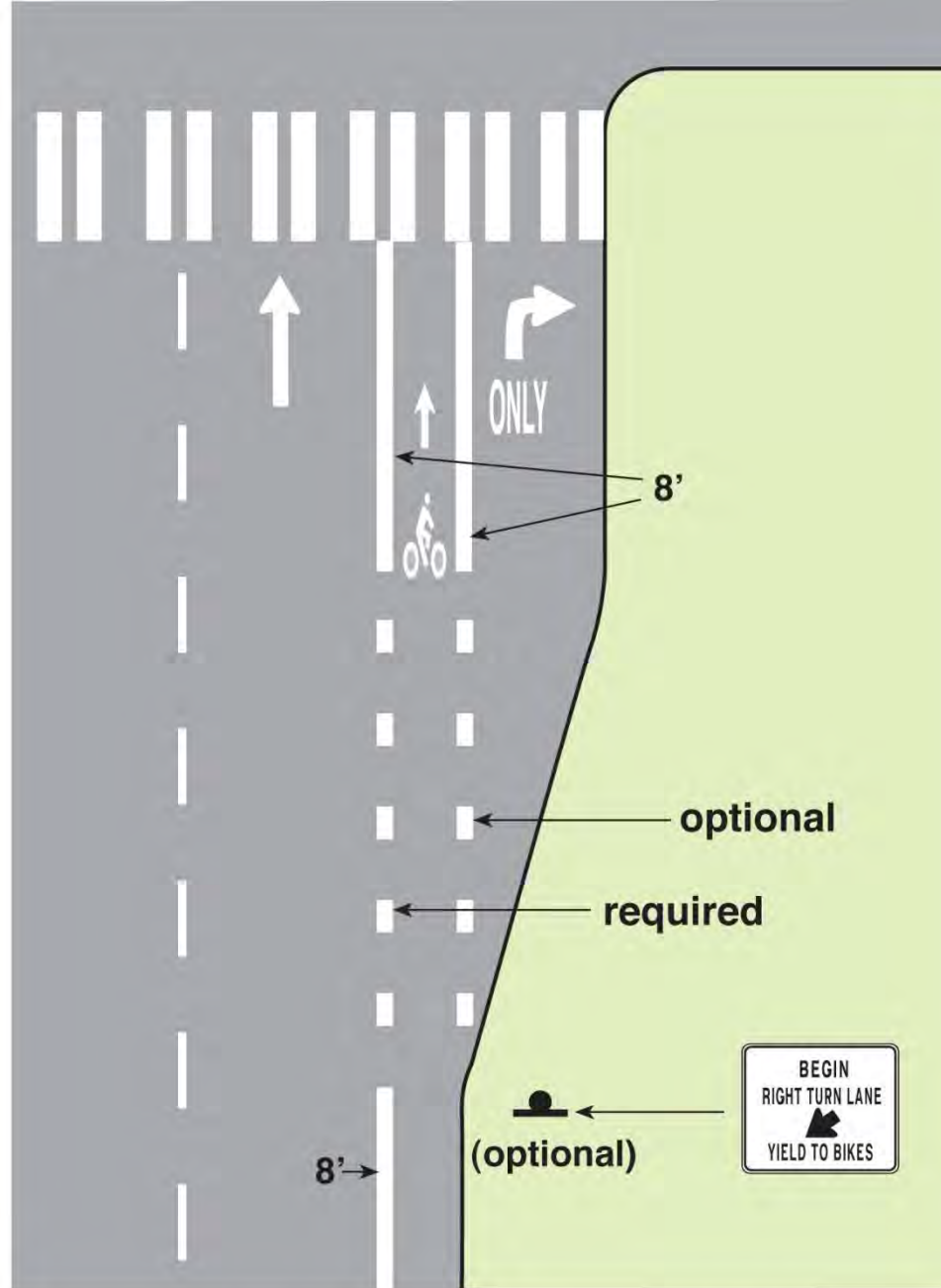


AFTER ROAD DIET

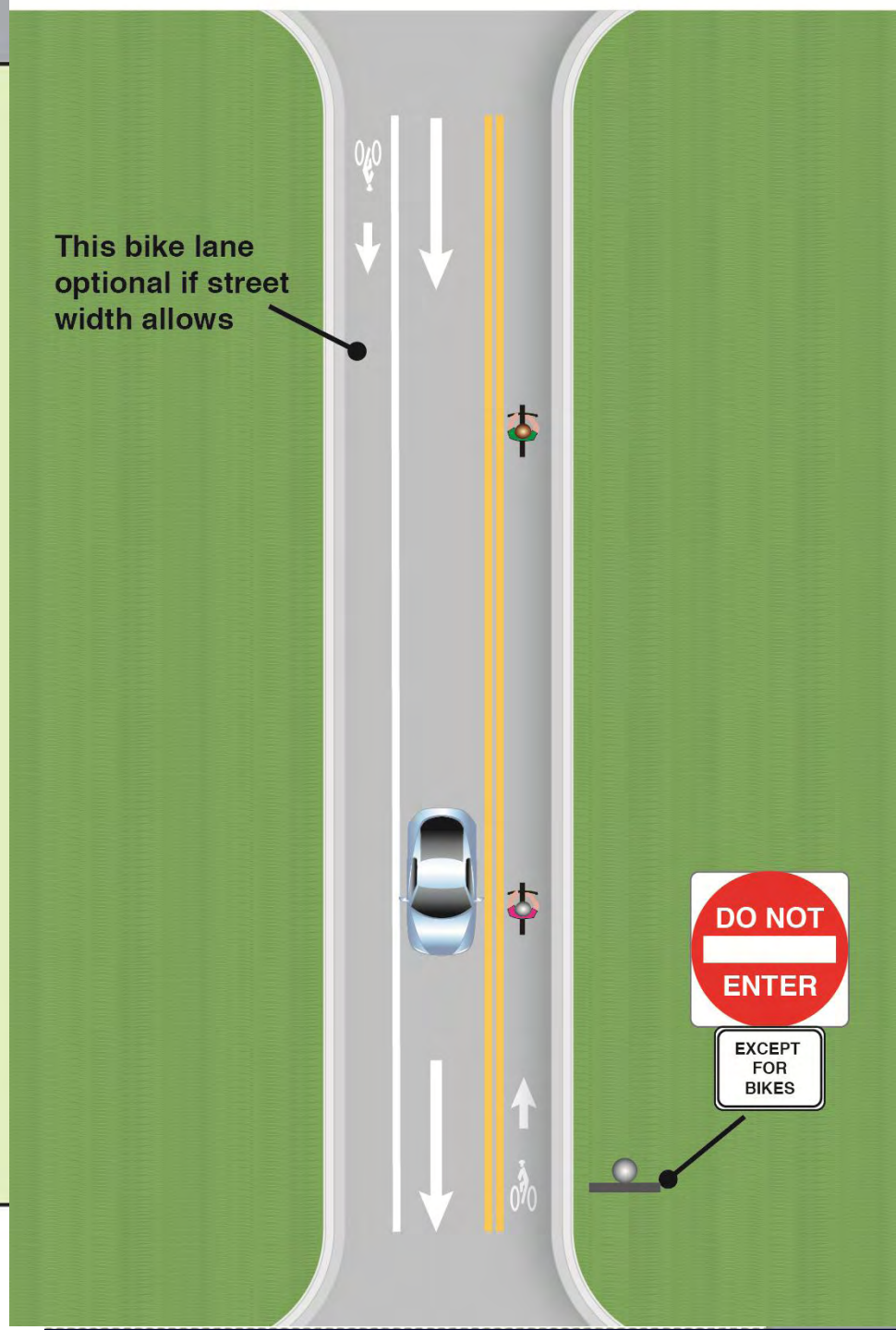








Chapter 1, fig, Caption: Bike lane striped to left of right turn lane





Seattle Pacific Univ. 0.7  →

Downtown 2.8  ↑

Magnolia 4  →

TO


Ship
Canal
Trail

→

2
9
0
5

Chapter 9: Transit Accommodations





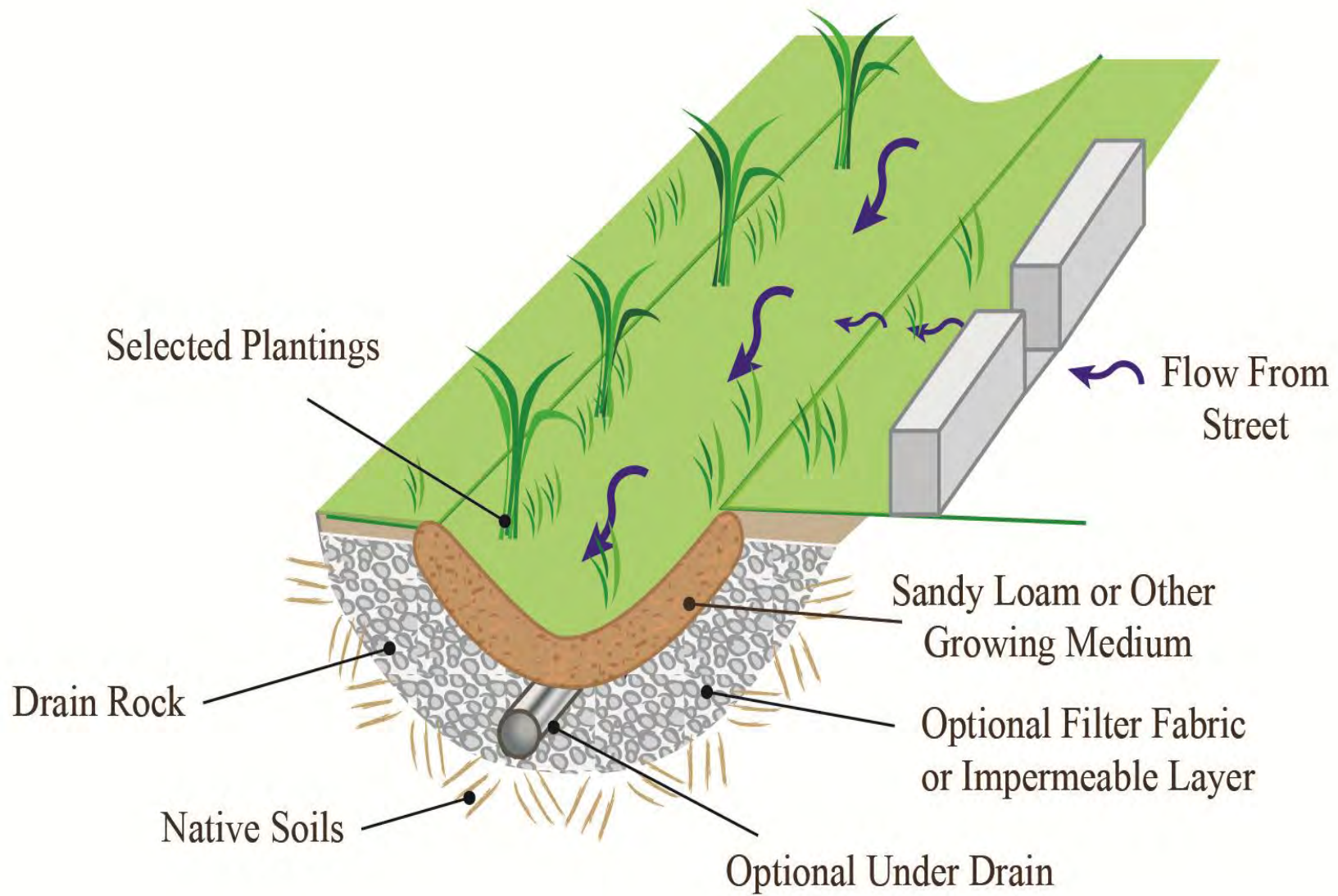
Chapter 10: Traffic Calming





Chapter 11: Streetscape Ecosystem







Chapter 12: Re-Placing Streets







Chapter 13: Designing Land Use Along Living Streets



ho Citi
DIDDLE SOUP

4Hrs

BRAND

It's time for
Friday Night
Fireworks.

dodgers.com

Dodgers

Pizza
Hut

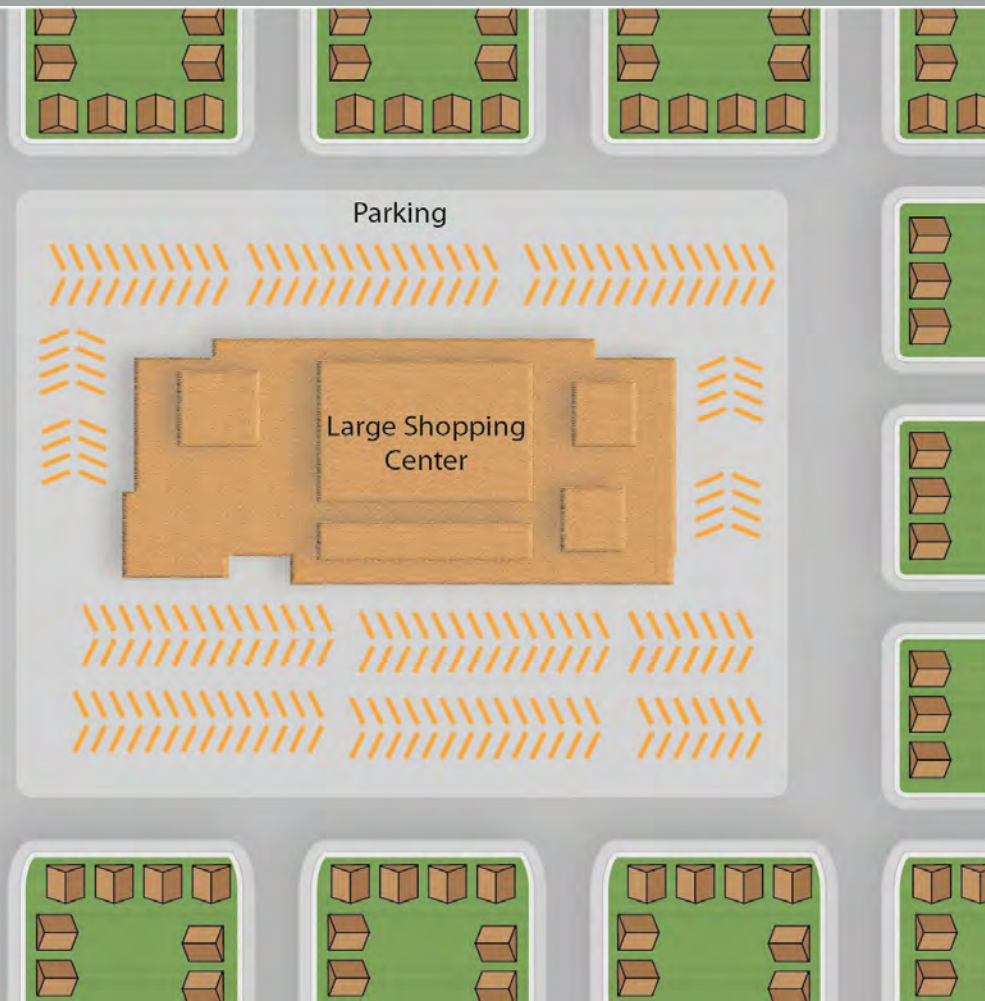
Metro
92

ward

Chapter 14: Retrofitting Suburbia



Existing



Remade
Neighborhood

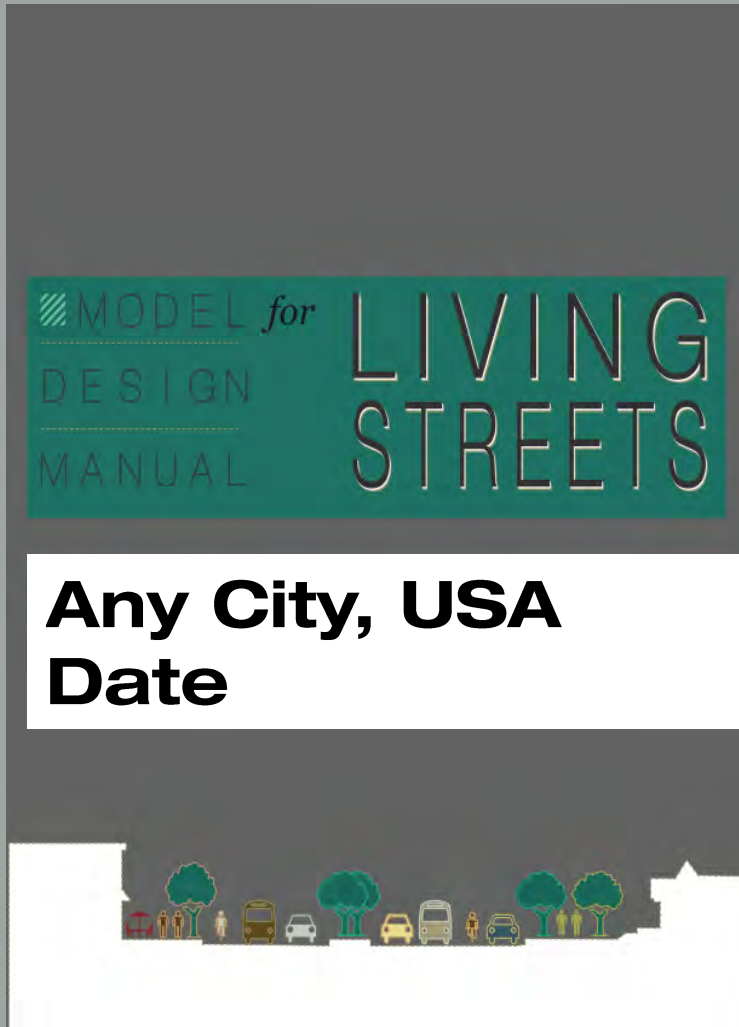


Chapter 15: Community Engagement





Future:



Adoption

- Manual as a template
- Customize
 - Multiple formats
- In full or in part
- Formalize adoption

www.modelstreetdesignmanual.com

Metrics

2,500 + downloads to date

11,000 website views

By whom?

State DOT's

CA – MI – WI – AZ – WA – NY –
NH – AL

City Planners and Engineers

Other Agencies

Air Quality Districts, Public
Health Departments, Transit
Agencies, FHWA

International

Canada, New Zealand,
Australia, Italy

Consultants & Non-Profits



Media



- LA Curbed
- Hawaii Streetsblog
- Partner Organizations
 - National Complete Streets Coalition
 - Smart Growth America
- IBM Smart Planet
- LA Streetsblog

DOT Livability Resource?



Future: DOT's Role

Clarification

Standards vs. Guidelines

Flexibility

Design and Funding Allocation

Partnerships

Training and Endorsement



Future: DOT's Role

Examples

**DOT Livability
Initiative**
Full Endorsement

EPA
Streetscape
Ecosystem

FTA
Transit
Accommodations

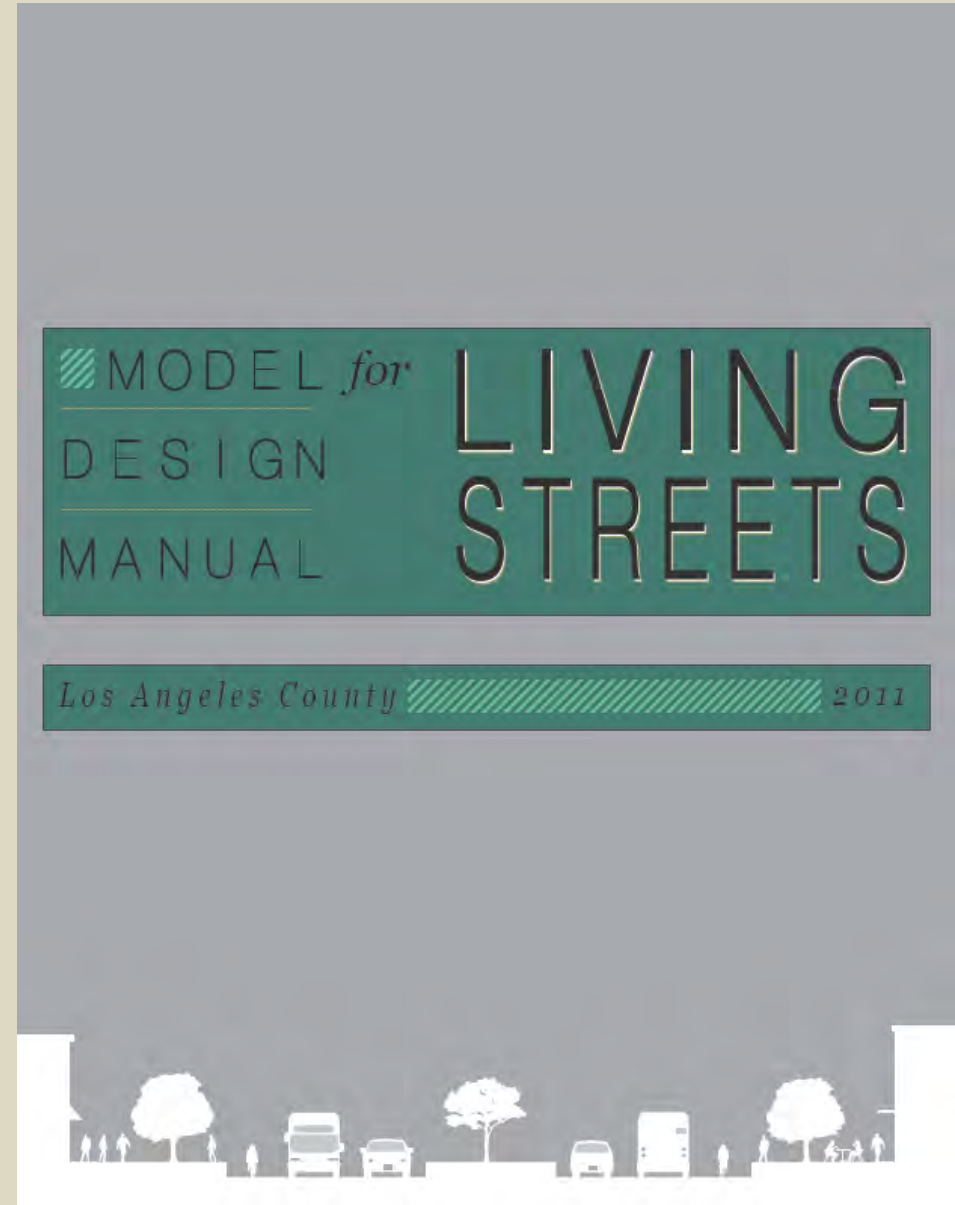
FHWA
Intersection
Design



DOT's Role

Leverage Existing
Resource

Training & Outreach



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Complete Streets Initiative

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