# U.S.

ITE Context Sensitive
Solutions for Walkable Communities

# U.K.

Manual for Streets

# AUS

Liveable Neighbourhoods, Ed.3

# why are we looking at these documents?

- ITE adoption process

- comments on draft guidelines

- major issues collected thus far...

# the basics:

## U.S.
### ITE Context Sensitive Solutions for Walkable Communities

- Initiated/authored by the Institute of Transportation Engineers and the Congress for the New Urbanism
- Focuses on Major Urban Thoroughfares
- Currently in draft format

## AUS
### Liveable Neighbourhoods, Ed.3

- Initiated/authored by the Western Australian Planning Commission; developed with the Department for Planning and Infrastructure
- Focuses on Arterials and Local Streets
- Edition 3 adopted as optional code and released as draft policy prior to formal adoption as non-optional code and policy

## U.K.
### Manual for Streets

- Authored by the Department for Transport and Communities and Local Government
- Focuses on lightly-trafficked residential streets
- Adopted

overview:
# document

## (how is it administered?)

## U.S.
### ITE Context Sensitive Solutions for Walkable Communities

Provides guidance for the development of thoroughfare improvement projects.

## AUS
### Liveable Neighbourhoods, Ed.3

Administered by the state planning body (Western Australian Planning Commission). Developers may choose to comply as an alternative to complying with standard WAPC development control policies.

## U.K.
### Manual for Streets

Not a policy document; provides general guidelines and recommendations for local authorities.

# categorizing streets...
# functional

## U.S.
**ITE Context Sensitive Solutions for Walkable Communities**

Functional classification helps establish thoroughfare type, design characteristics, and target speed.

## AUS
**Liveable Neighbourhoods, Ed.3**

Streets are classified as either arterial or local streets, with a range of more descriptive street types provided under each classification.

## U.K.
**Manual for Streets**

Recommends moving away from traditional functional classifications, and instead determining street character types based on descriptions of the street's "place and movement function."

# addresses the larger network?

## U.S.
### ITE Context Sensitive Solutions for Walkable Communities

Encourages local jurisdictions to incorporate CSS into network planning, and to weigh individual thoroughfare design with the regional, sub-regional and neighborhood functions of the thoroughfare.

## AUS
### Liveable Neighbourhoods, Ed.3

Provides arterial and sub-arterial spacing guidelines; provides extensive local street network requirements.

## U.K.
### Manual for Streets

Recommends that local jurisdictions analyze an area's "movement framework" as part of a street design/approval process

**provides connectivity**

## U.S.

ITE Context Sensitive Solutions for Walkable Communities

Encourages jurisdictions to plan for a high level of connectivity when engaging in network planning.

## AUS

Liveable Neighbourhoods, Ed.3

Provides standards for junction spacing, maximum block length, and street stubbing. Limits the use of cul-de-sacs.

## U.K.

Manual for Streets

Notes that street networks should generally be connected internally and externally.

# consideration of
# land use context

## U.S.
### ITE Context Sensitive Solutions for Walkable Communities

Helps to determine design criteria.

## AUS
### Liveable Neighbourhoods, Ed.3

Typical land use context described within the street type and function descriptions of street types. Mainly for new urban extensions of predominantly residential and mixed-use centres.

## U.K.
### Manual for Streets

Recommends that movement frameworks and street character types reflect the form and type of buildings.

# establishing maximum speeds...
## target speed vs.

# U.S.
**ITE Context Sensitive Solutions for Walkable Communities**

Target speed range with associated design speed (no greater than 5 mph higher than target speed).

# AUS
**Liveable Neighbourhoods, Ed.3**

Max design speed and target operating speed. TOS based on street type and design applications used.

# U.K.
**Manual for Streets**

Recommends designing to keep vehicle speeds at or below 20 mph on residential streets.

# requirements for
# clear zones...

## U.S.
**ITE Context Sensitive Solutions for Walkable Communities**

Encourages the consideration of pedestrian safety and community input.

## AUS
**Liveable Neighbourhoods, Ed.3**

Provides tree clear zone chart (by design speed), noting that clearance areas may be smaller than typical.

## U.K.
**Manual for Streets**

Discusses the traffic calming and place-making benefits of street trees on residential streets. No clear zone requirements.

# standards for
# bicycles...

## U.S.
ITE Context Sensitive
Solutions for Walkable Communities

## AUS
Liveable Neighbourhoods, Ed.3

## U.K.
Manual for Streets

Addresses bike lane width, bike lane treatment at intersections, and on-street parking.

Cross sections call for bike lanes on Arterials and Neighbourhood Collectors.

Recommends that cyclists generally be accommodated on the carriageway; in areas with low traffic, no need for dedicated lanes.

# standards for public transit...

## U.S.
**ITE Context Sensitive Solutions for Walkable Communities**

Provides fundamental considerations for bus stop placement.

## AUS
**Liveable Neighbourhoods, Ed.3**

Notes those street types which will typically accommodate transit routes. Notes that busses will normally stop in the roadway, rather than in embayments. Provides recommended practices for the siting and design of bus stops.

## U.K.
**Manual for Streets**

Notes that streets serving bus routes should be "reasonably straight," and less than 6.0 m wide. Provides recommended practices for the siting and design of public transport stops.