



TOWARDS A MORE WALKABLE DETROIT

JUNE 8, 2016

JEFF SPECK AICP CNU-A LEED-ND Hon. ASLA



**WHY BE
WALKKABLE?**

Jeff Speck:

The walkable city

TEDCity2.0 · 16:56 · Filmed Sep 2013

26 subtitle languages

View interactive transcript



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**WHY BE
WALKABLE?**

1970

1970

10%

1970

10%

2010

1970

10%

2010

20%



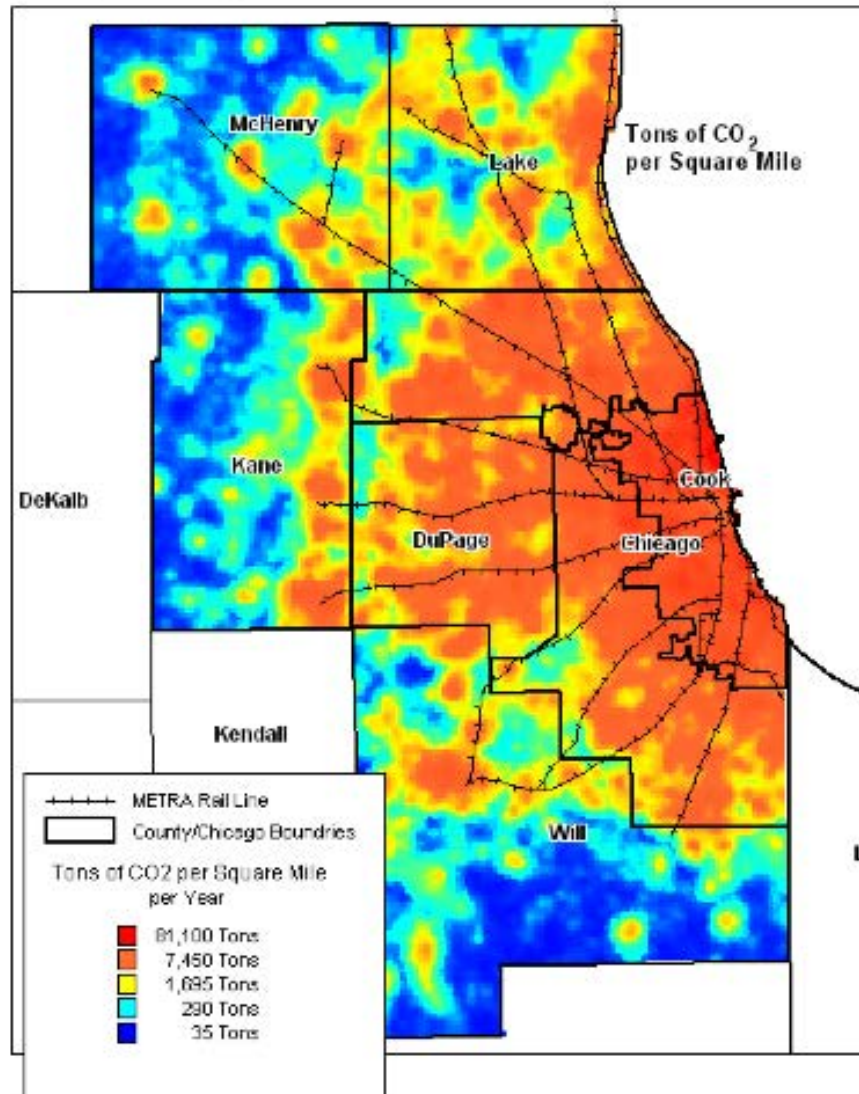
**WHY BE
WALKABLE?**





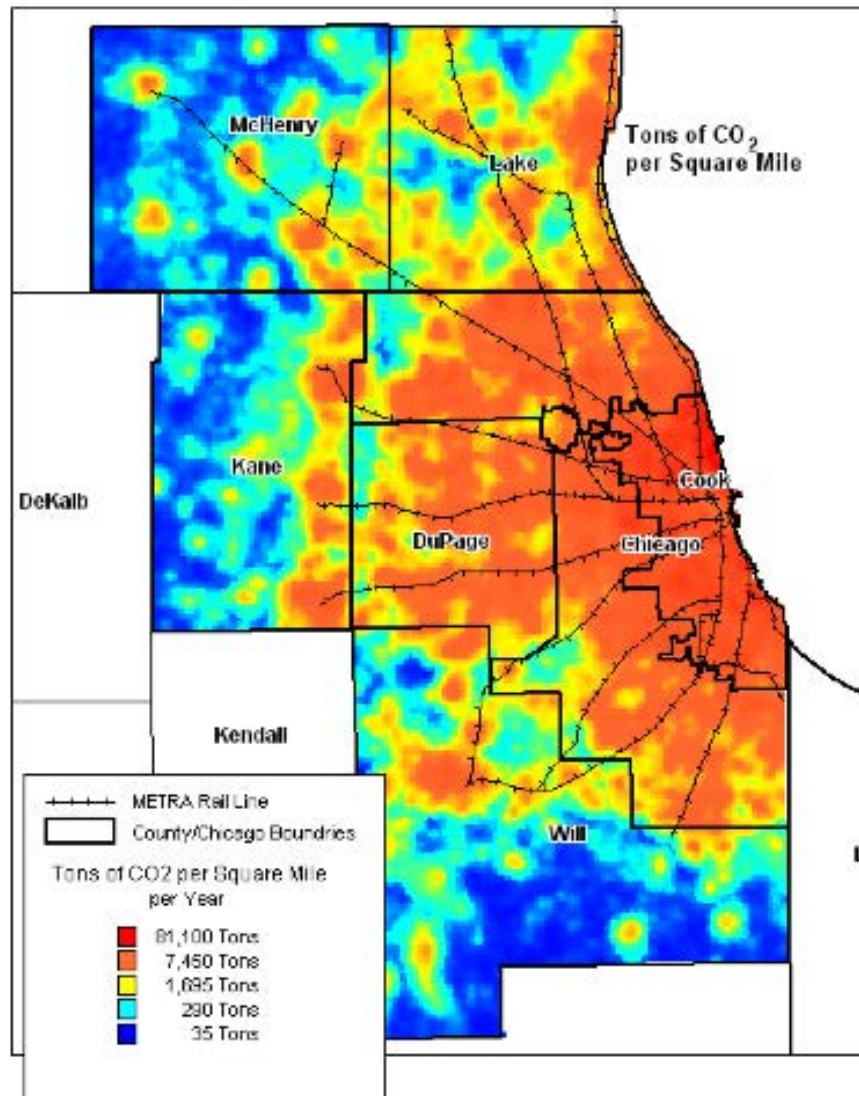
Traditional View:

Cities produce large amounts of GHGs.



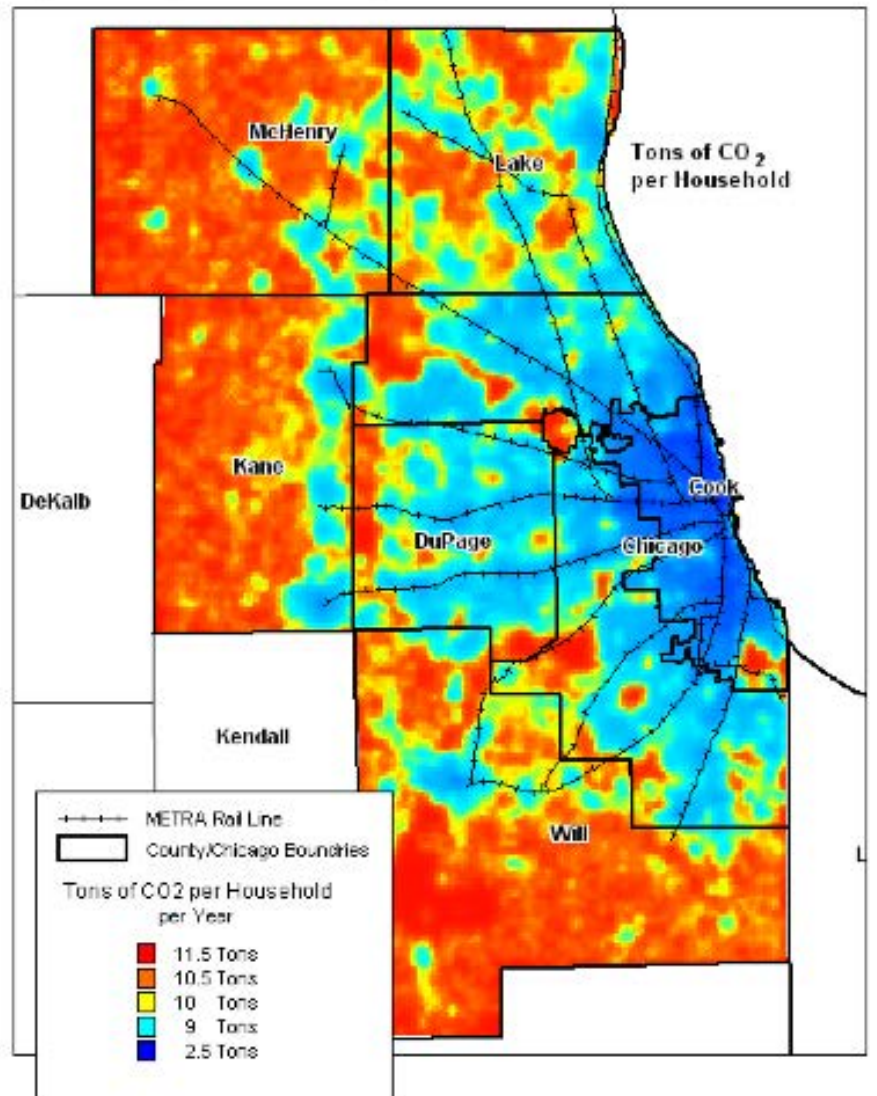
Traditional View:

Cities produce large amounts of GHGs.



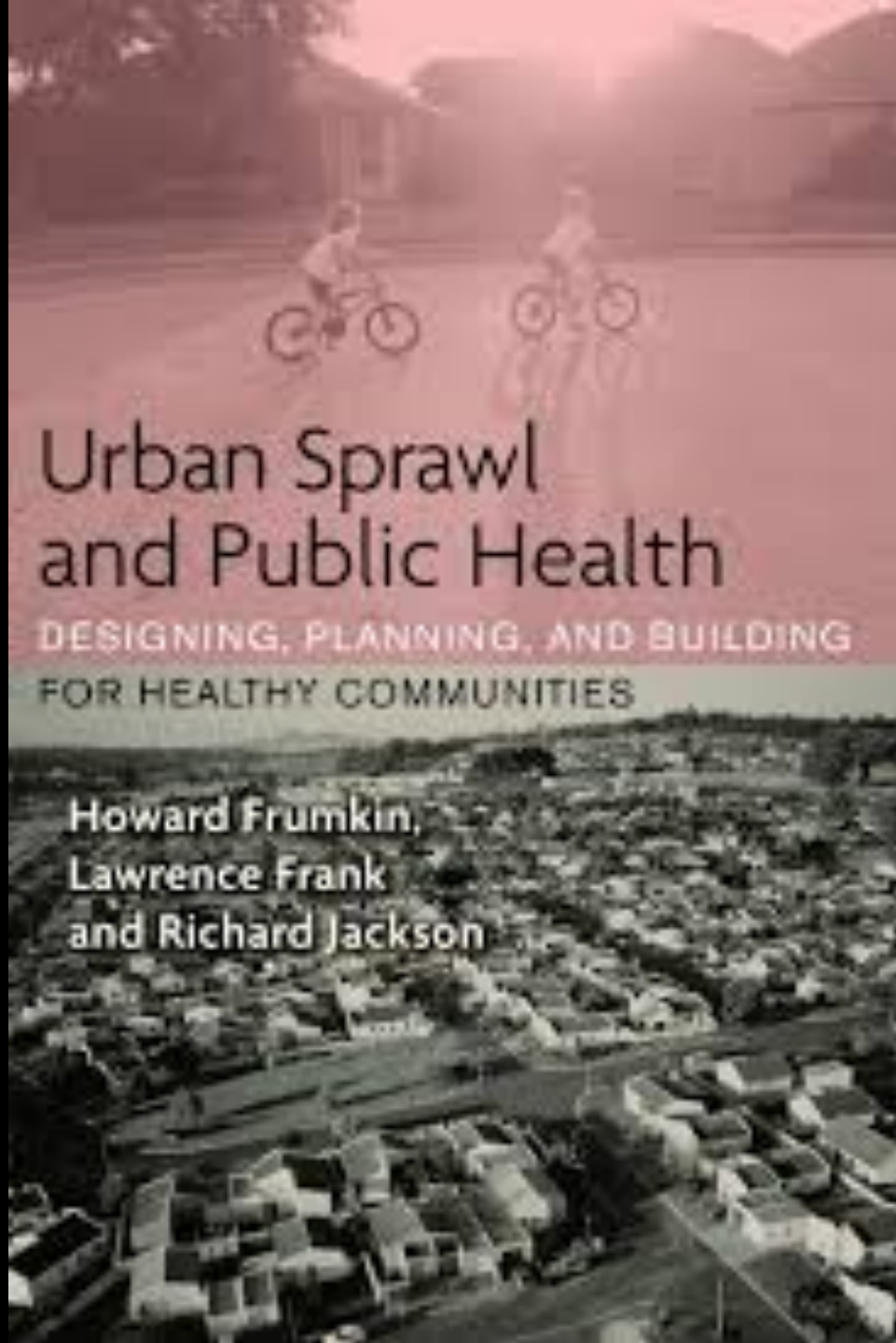
Emerging View:

City dwellers produce relatively low amounts of GHGs.



**WHY BE
WALKABLE?**







klossnet

**Car Deaths per year
per 100,000:**

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per 100,000:**

New York: 3.9

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per 100,000:**

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San Francisco 4.0

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New York: 3.9

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Chicago 6.0

Car Deaths per year per 100,000:

New York: 3.9

San Francisco 4.0

Chicago 6.0

Detroit 12.4



**WHY BE
WALKKABLE?**

WALKABLE PLACES ARE THRIVING PLACES. . .



IF

**WALKABLE PLACES
ARE THRIVING
PLACES. . .**



**IF
WALKABLE PLACES
ARE THRIVING
PLACES. . .**

**HOW DO YOU GET
PEOPLE TO WALK?**

**THE GENERAL
THEORY OF
WALKABILITY**

HOW DO YOU GET PEOPLE TO WALK?

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**
- **A SAFE WALK**

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**
- **A SAFE WALK**
- **A COMFORTABLE WALK**

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**
- **A SAFE WALK**
- **A COMFORTABLE WALK**
- **AN INTERESTING WALK**

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**







Main Street

BP/S

14.9 Acres at 0.28 FAR+
181,700 S.F.

BP/M

20.3 Acres at 0.28 FAR+
247,800 S.F.

CR

15.1 Acres at 0.28 FAR+
184,400 S.F.

RI

15.4 Acres at 0.28 FAR+
187,200 S.F.

BP/S

14.8 Acres at 0.28 FAR+
180,500 S.F.

LI

18.6 Acres at 0.28 FAR+
230,300 S.F.

SOUTHERN

PACIFIC

RAILROAD

LEGEND

- One & Two Family Buildings
- MultiFamily Walkup Buildings
- MultiFamily Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data











Map

Traffic

















THIS LIGHT
NEVER TURNS
GREEN

POSITION
OPEN









24
HOUR

FITNESS

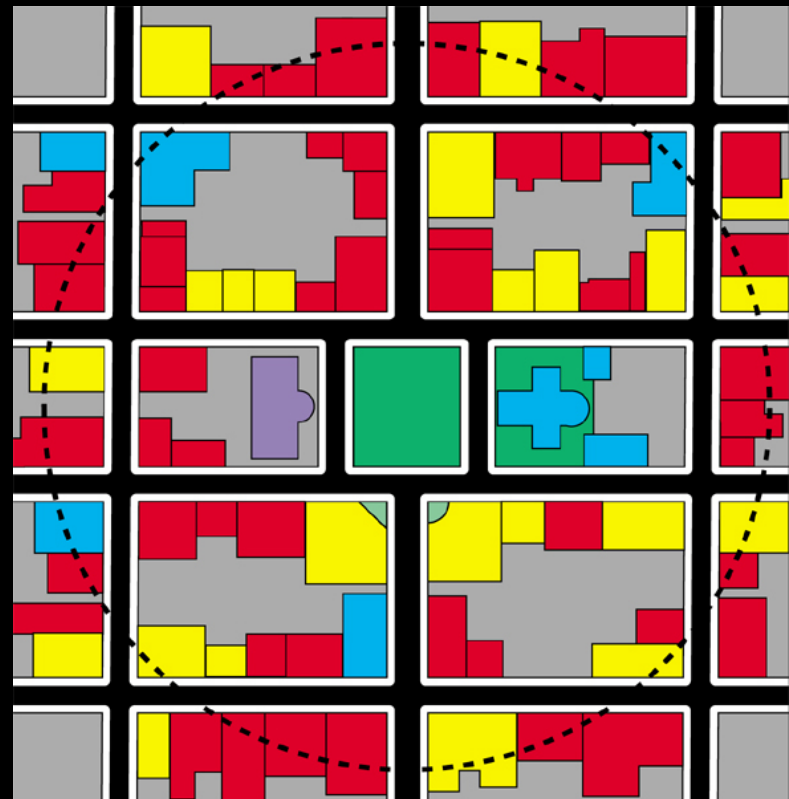
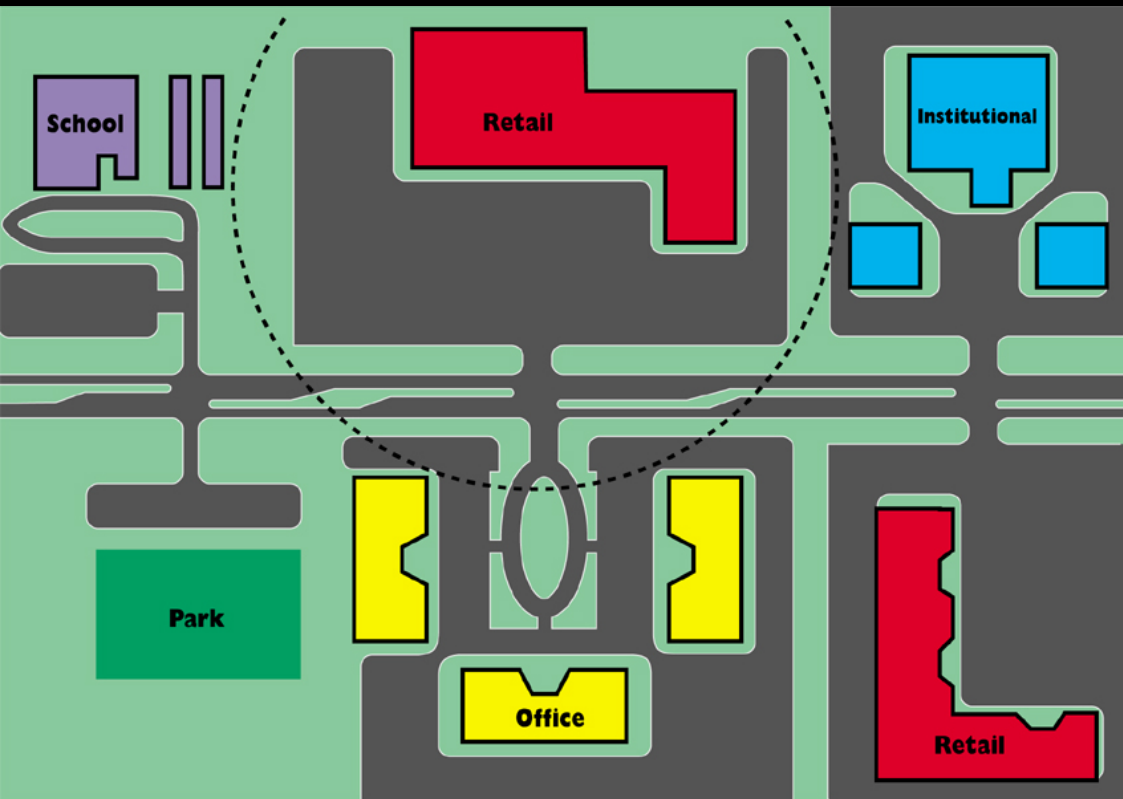
FITNESS
QUALITY ATTITUDE
&
SERVICES
BY
MURRAY SAVER
FIT LOGS

WELCOME TO
FITNESS

FITNESS

24
HOUR

POINT OF
ENTRY
HANDICAPPED
TO UPPER
LEVEL
LOCATED
AT
24 HOUR





WHAT IS MISSING OR UNDER-REPRESENTED?

- **Office**
- **Retail**
- **Dining**
- **Entertainment**
- **Housing**
- **Schools**
- **Recreation**
- **Worship**
- **Parking**

WHAT IS MISSING OR UNDER-REPRESENTED?

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- **Worship**
- **Parking**

**DOWNTOWN
& MIDTOWN
2011**

JOBS

JOBS

136,000

JOBS

136,000

RESIDENTS

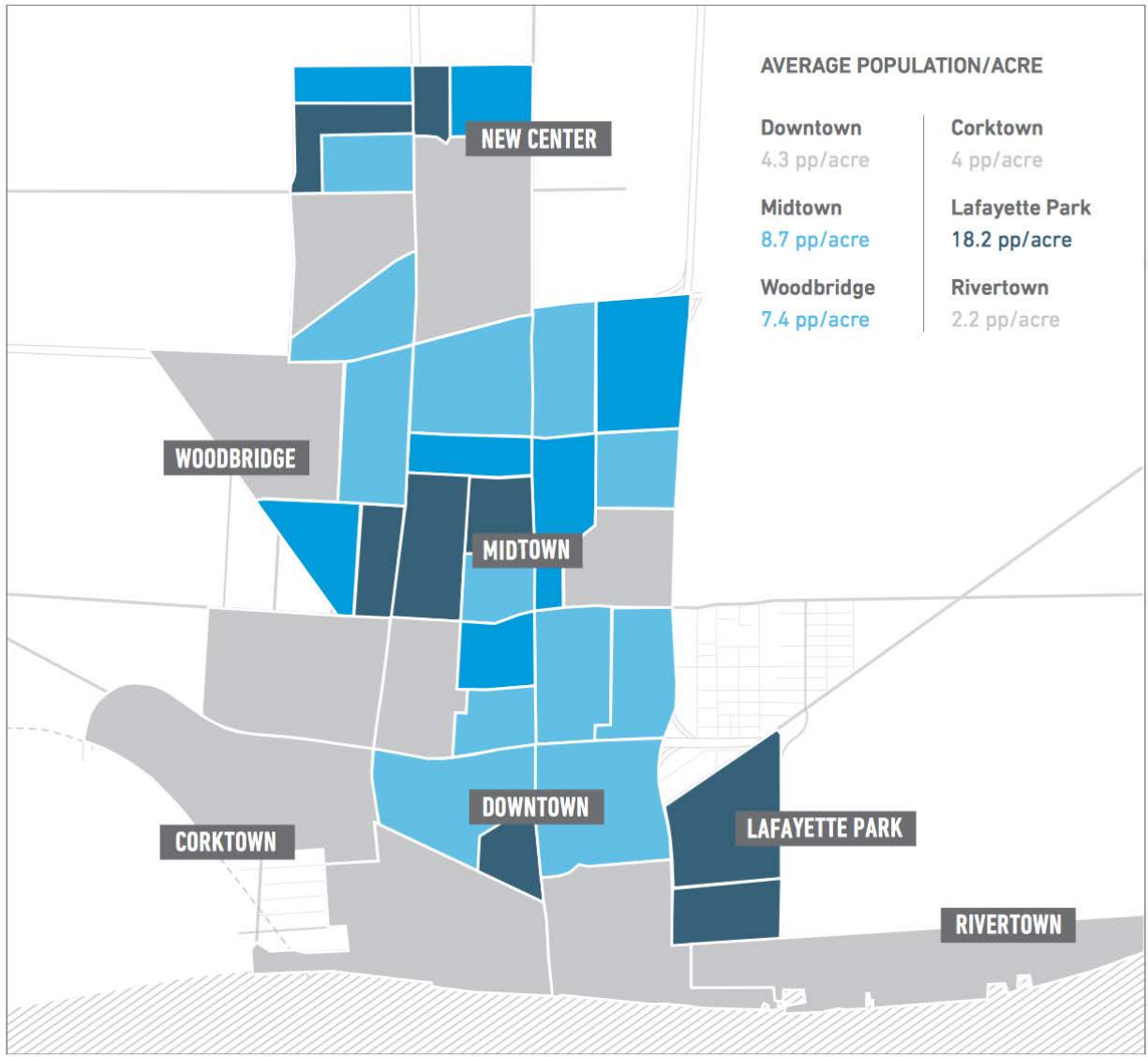
JOBS

136,000

RESIDENTS

24,000

5.7 :: 1



16+ PEOPLE/ACRE

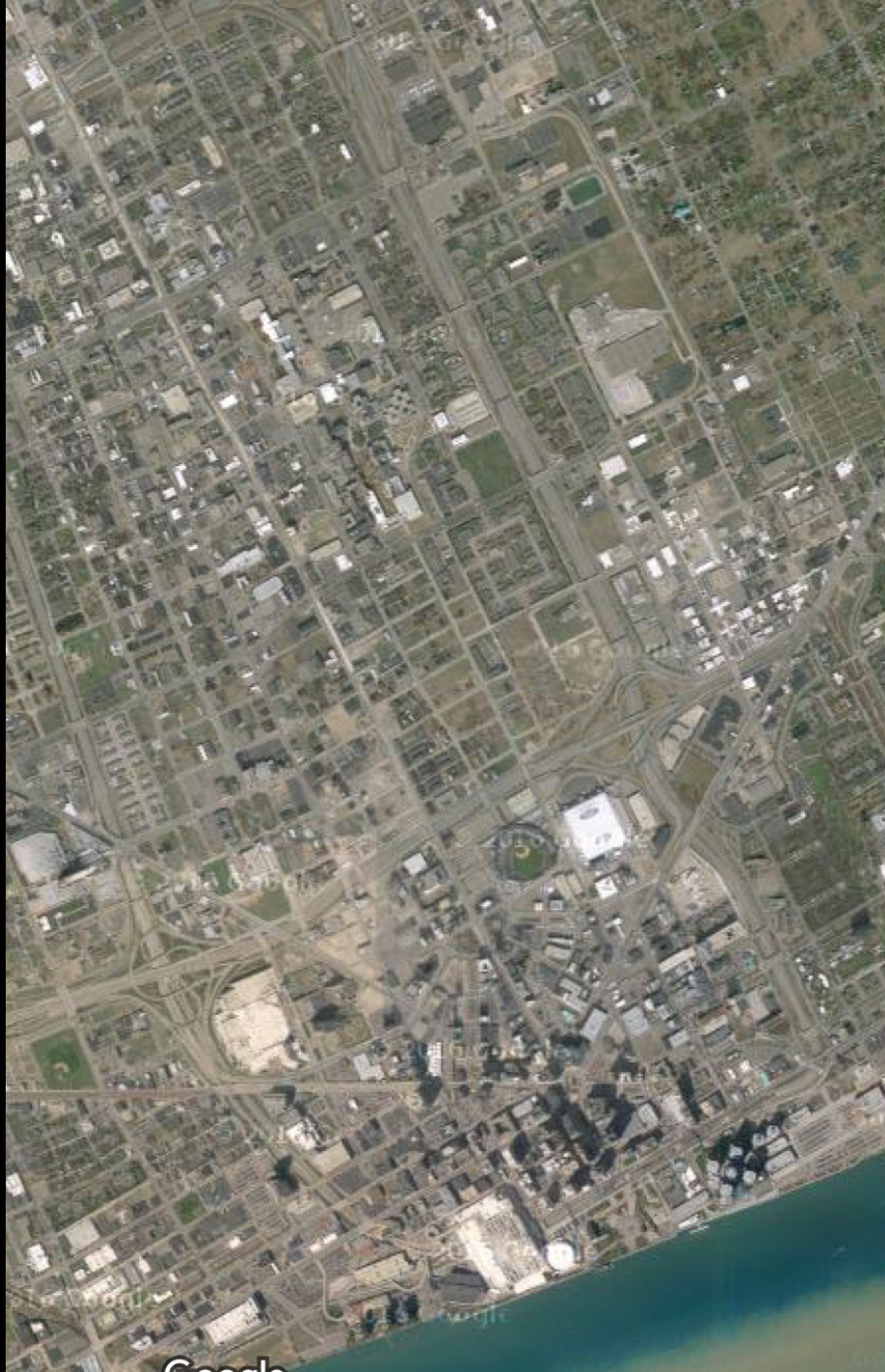
11-15 PEOPLE/ACRE

6-10 PEOPLE/ACRE

0-5 PEOPLE/ACRE

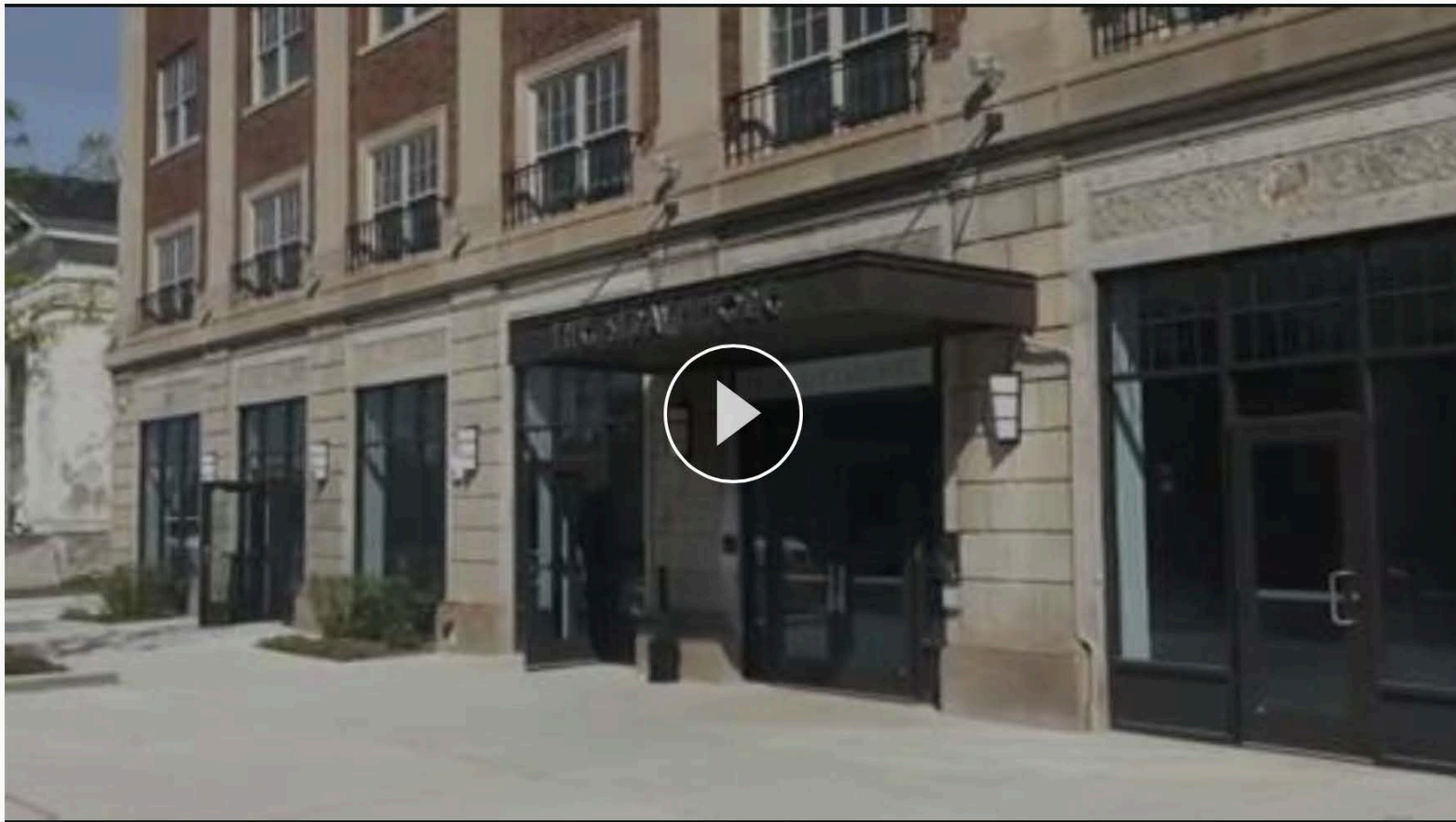








New wave of Detroit apartments opens to big demand



f
1695



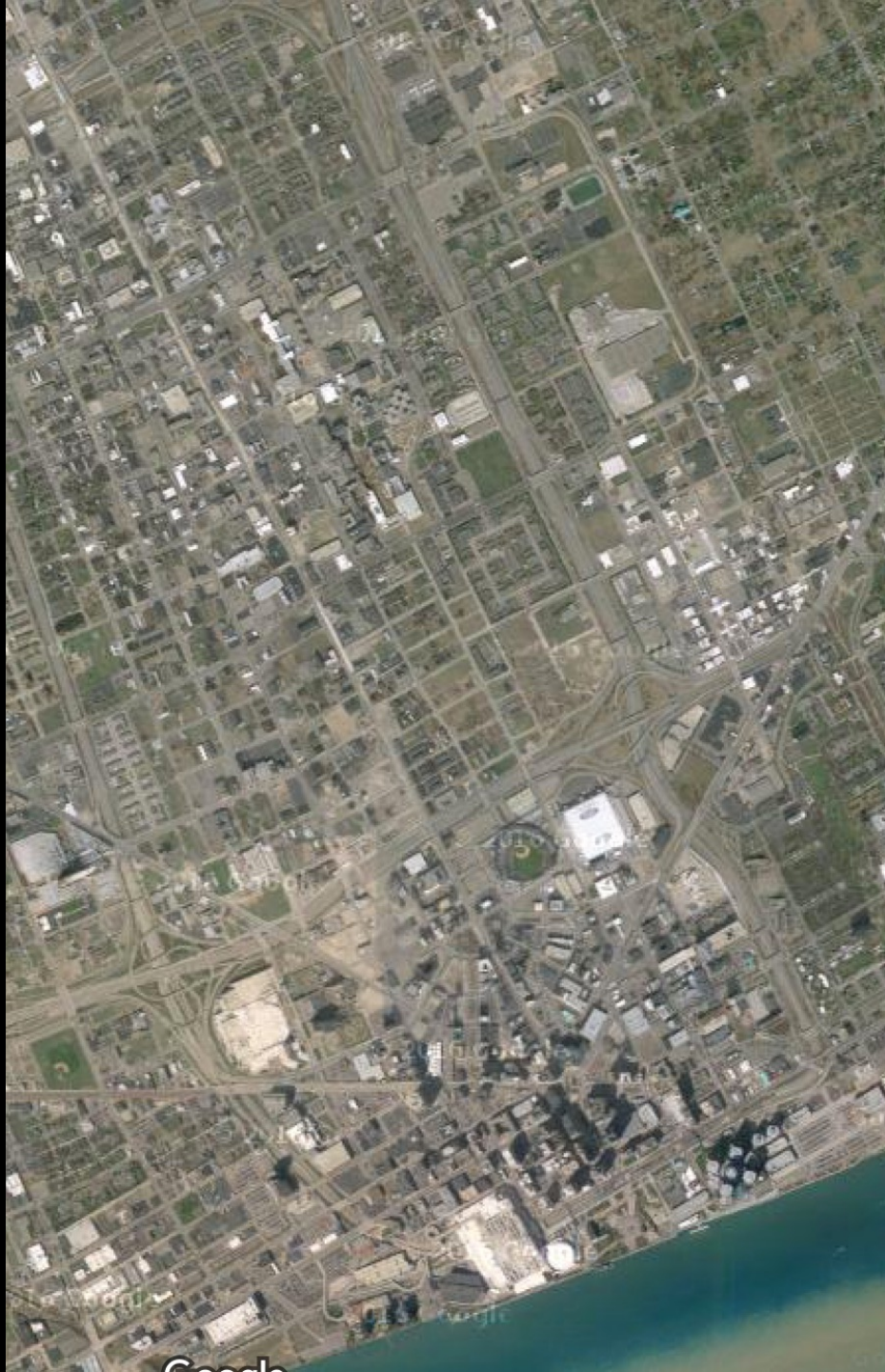
in
72



36

A wave of new apartments in greater downtown Detroit has arrived. Buildings are leasing out before they even open. JC Reindl Detroit Free Press









QUICKENER

RTA RAPID TRANSIT SYSTEM MAP



Station

Transfer Station: Transfer between BRT and Rail

Bus Rapid Transit

- Woodward Line: Pontiac to Downtown
- Gratiot Line: Mt. Clemens to Downtown
- Michigan Line: DTW Airport to Downtown
- Washtenaw Line: State Transit Center to Ypsilanti Transit Center

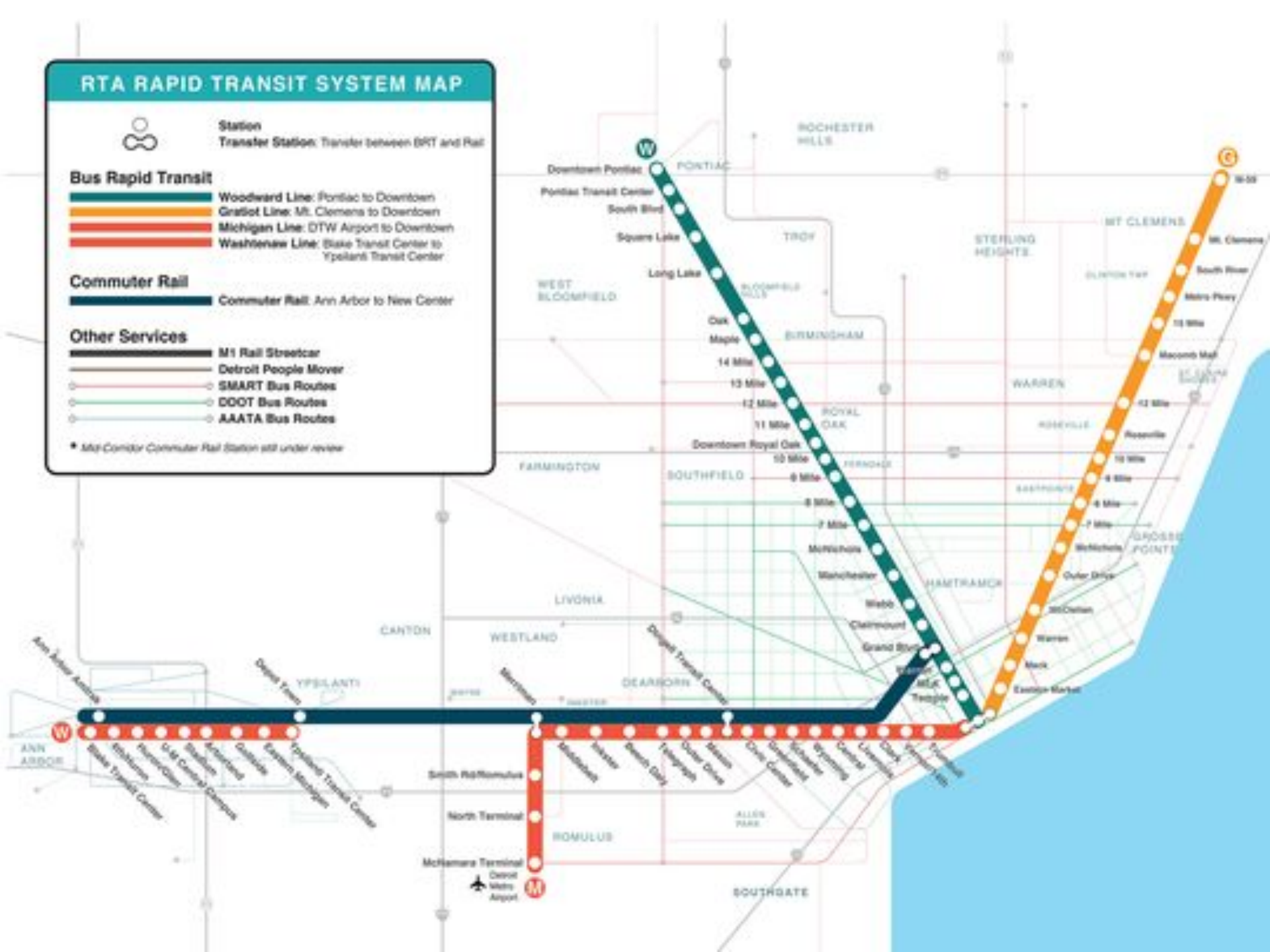
Commuter Rail

- Commuter Rail: Ann Arbor to New Center

Other Services

- M1 Rail Streetcar
- Detroit People Mover
- SMART Bus Routes
- DDOT Bus Routes
- AAATA Bus Routes

* Mt. Clemens Commuter Rail Station still under review



Public bike sharing coming to Detroit

[Eric D. Lawrence](#), Detroit Free Press

12:02 a.m. EDT August 24, 2015

SEMCOG announces more than \$6.4 million in transportation funding for projects in metro Detroit.



Buy Photo 

(Photo: Regina H. Boone Detroit Free Press)

Detroit will get more than \$1 million to launch a public bike share program, one of 14 projects tapped to get federal funding in the region, according to the Southeast Michigan Council of Governments.

In addition to Detroit, Sterling Heights will see \$650,000 for the Dodge Park Bridge over the Clinton River and Lake Orion will receive more than \$263,000 for the Paint Creek Trail connection to the village's downtown.



2140



34



36

HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**
- **A SAFE WALK**

Hit by a vehicle traveling at

SPEED
20
MPH



9 out of 10 pedestrians survive

SPEED
30
MPH



5 out of 10 pedestrians survive

SPEED
40
MPH



1 out of 10 pedestrians survive

GOD HELP THE CHILDREN





DEAR
CROSSING



SLOW THE
F
DOWN





200 ft
100 m



200 ft
100 m



California city network and crash data

Characteristic	Safer cities	Less safe cities	Percent difference
Average year of incorporation	1895	1932	
Average year of block development	1957	1972	
Population ¹	65,719	59,845	-8.9
Real intersection density ²	106.2	62.7	-41.0
Average block size ³	18.2	34.5	89.6
Link to node ratio	1.34	1.29	-3.7
Fatal crashes ⁴	3.1	10.1	225.8
Fatal crashes not on limited access highways ⁴	2.3	8.6	273.9

¹2000 census ²Per square mile ³Acres ⁴Per 100,000 people per year

New Urban News, source: Wesley E. Marshall and Norman Garrick, Street Network Types and Road Safety: A Study of 24 California Cities



Google



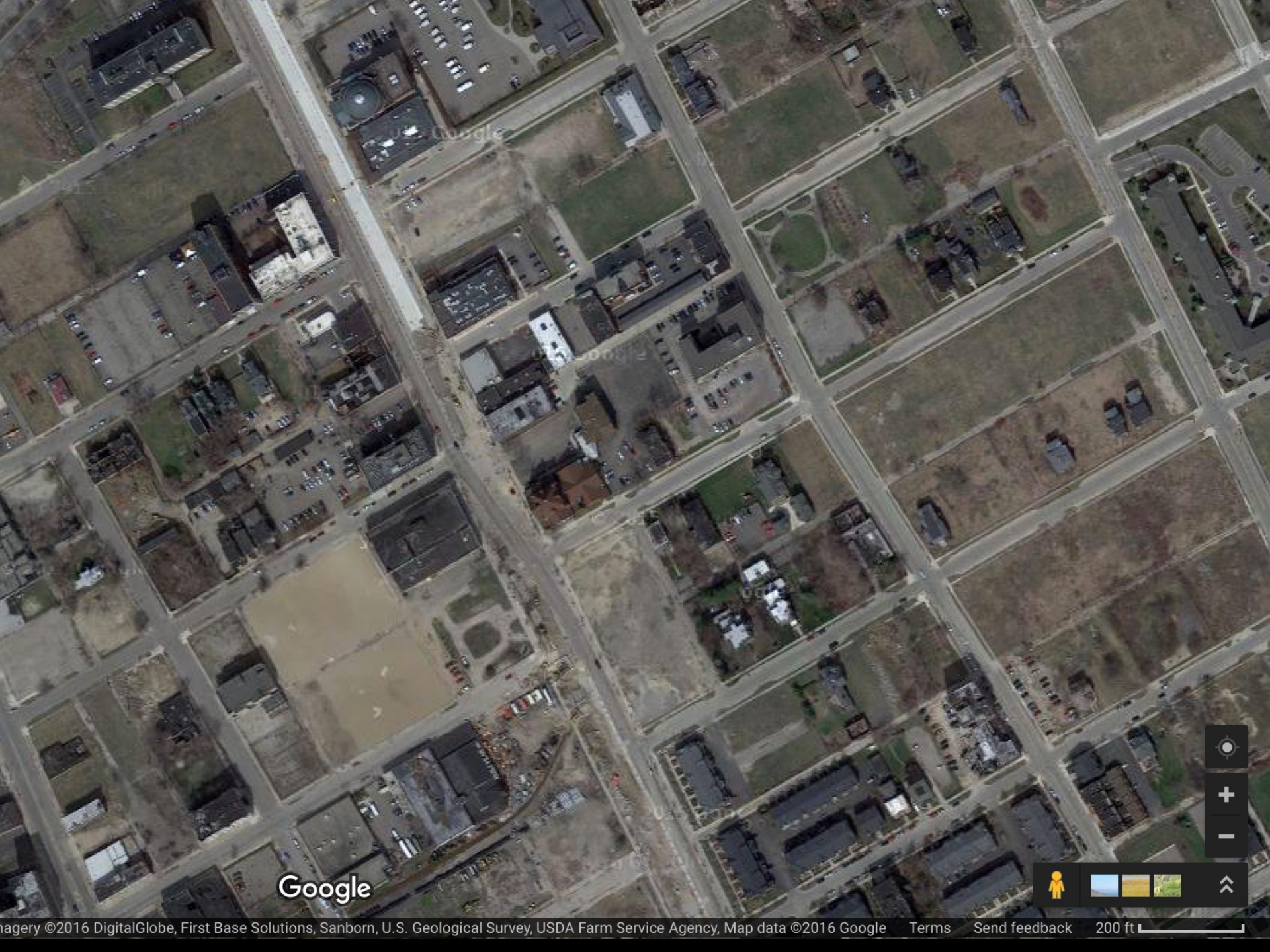


Google

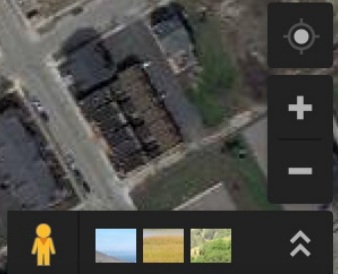
Navigation controls including a location pin icon, zoom in (+) and zoom out (-) buttons, a street view pegman icon, and a camera icon.



Google



Google

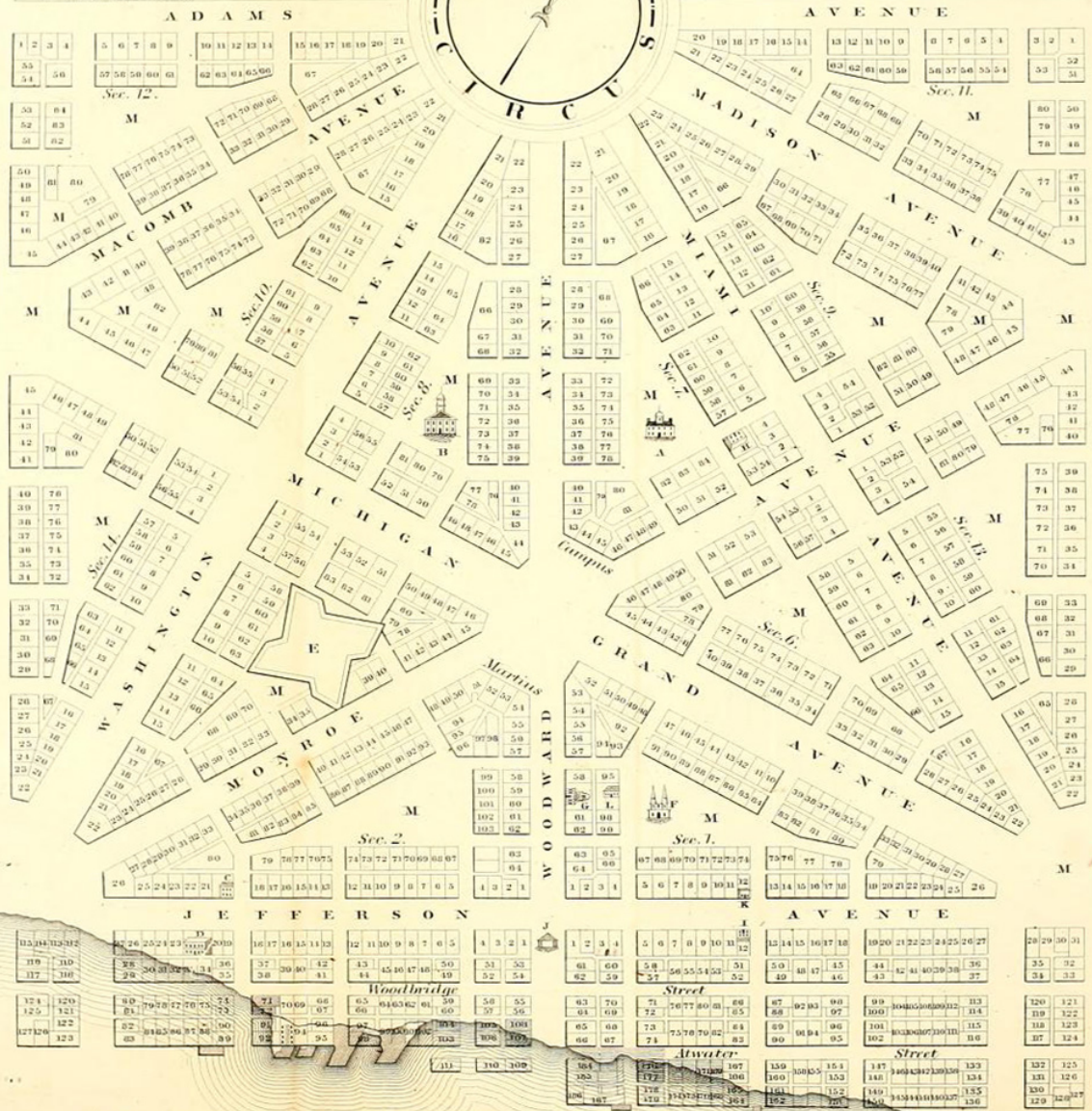
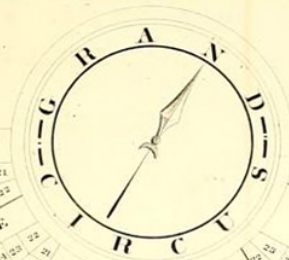




- References.
- A... *Protestant*
 - B... *Capital*
 - C... *U.S. Arsenal*
 - D... *U.S. State House*
 - E... *Fort Shelby*
 - F... *Catholic Church*
 - G... *Protestant Church*
 - H... *Methodist Meetinghouse*
 - I... *Council House*
 - J... *Market House*
 - K... *Bank*
 - L... *Auditorium*
 - M... *Public Reservations*

Scale of 500 Feet to an Inch.

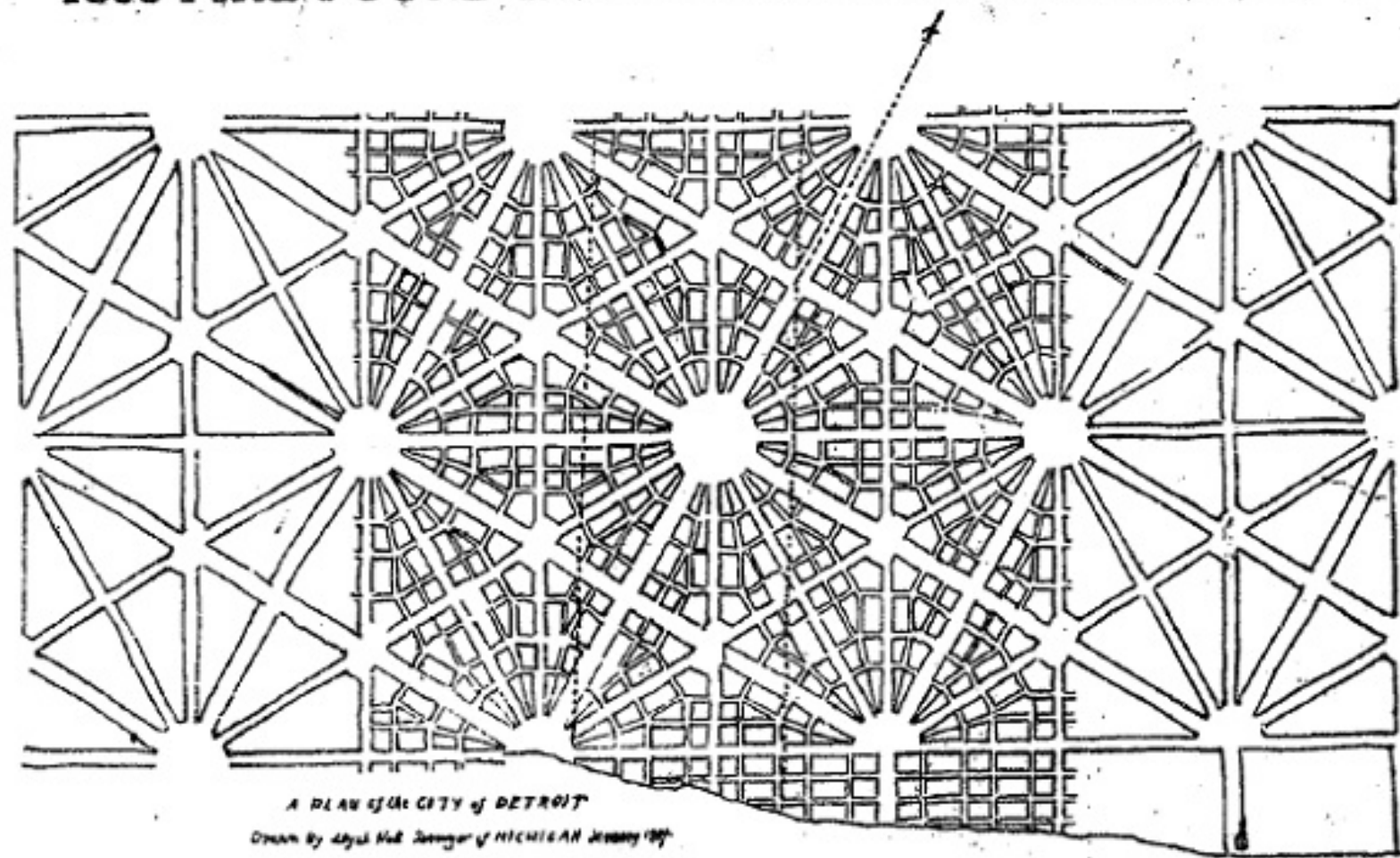
PLAN OF DETROIT



DETROIT ← → RIVER



FIRST OFFICIAL PLAN MADE OF DETROIT AFTER 1805 FIRE FOUND IN STATE DEPARTMENT ARCHIVES



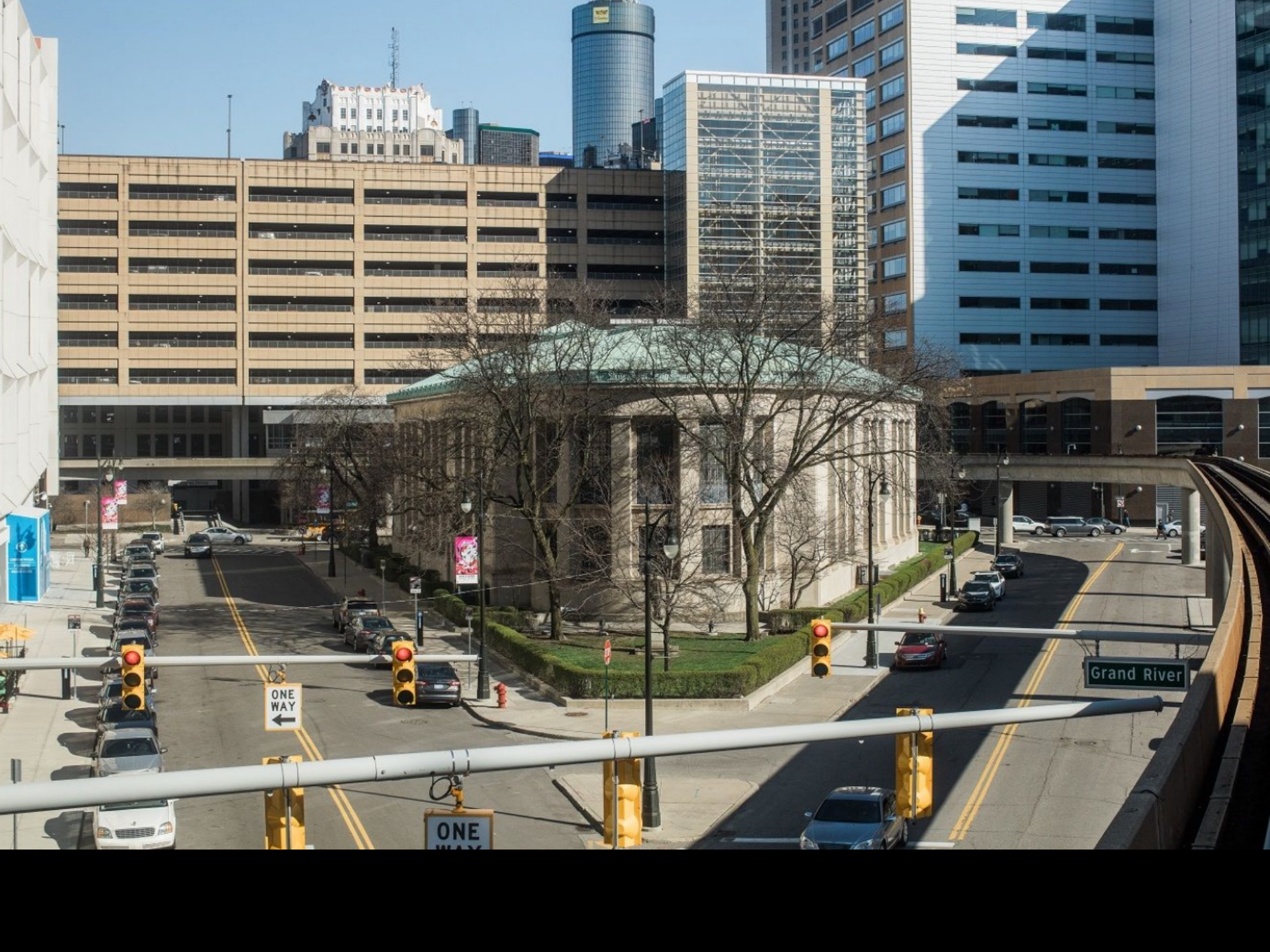
DETROIT ← RIVER

CITY AS PLANNED BY JUDGE WOODWARD.

C. M. Burton, city historiographer, recently received from the Carnegie Institute, Washington, D. C., a photograph of the first official plan

dillon to the city was laid out on the same plan and same scale as the original. The streets were unnamed, but the central avenue conforms to Woodward avenue, and the streets running north and south.

lative bodies of the new territory were August Brevoort Woodward, a lawyer from Washington; John Griffin, a judge from the territory of Indiana, and Frederick Bates, who had carried on business in Detroit



ONE WAY
←

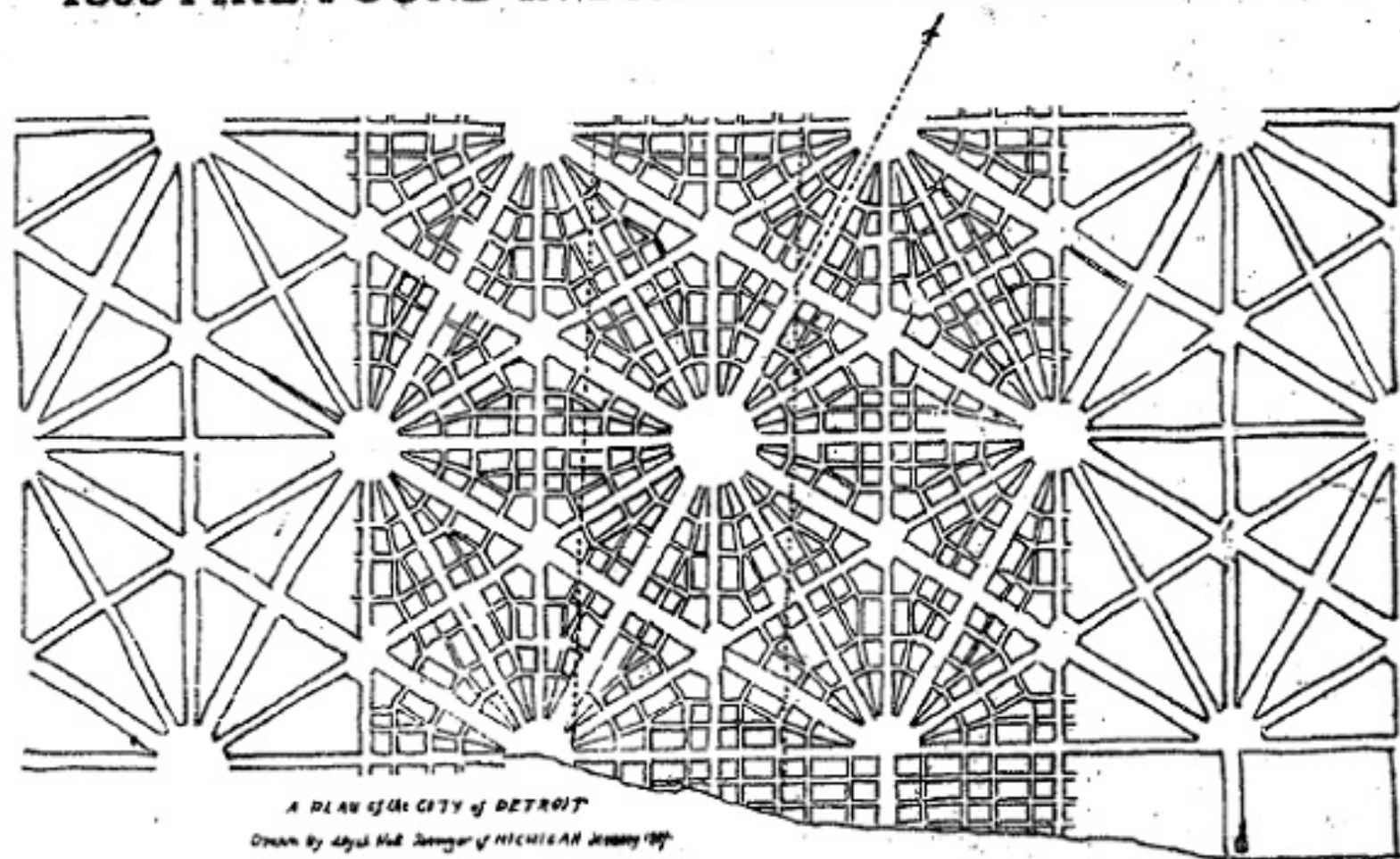
ONE WAY

Grand River





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DETROIT ← RIVER

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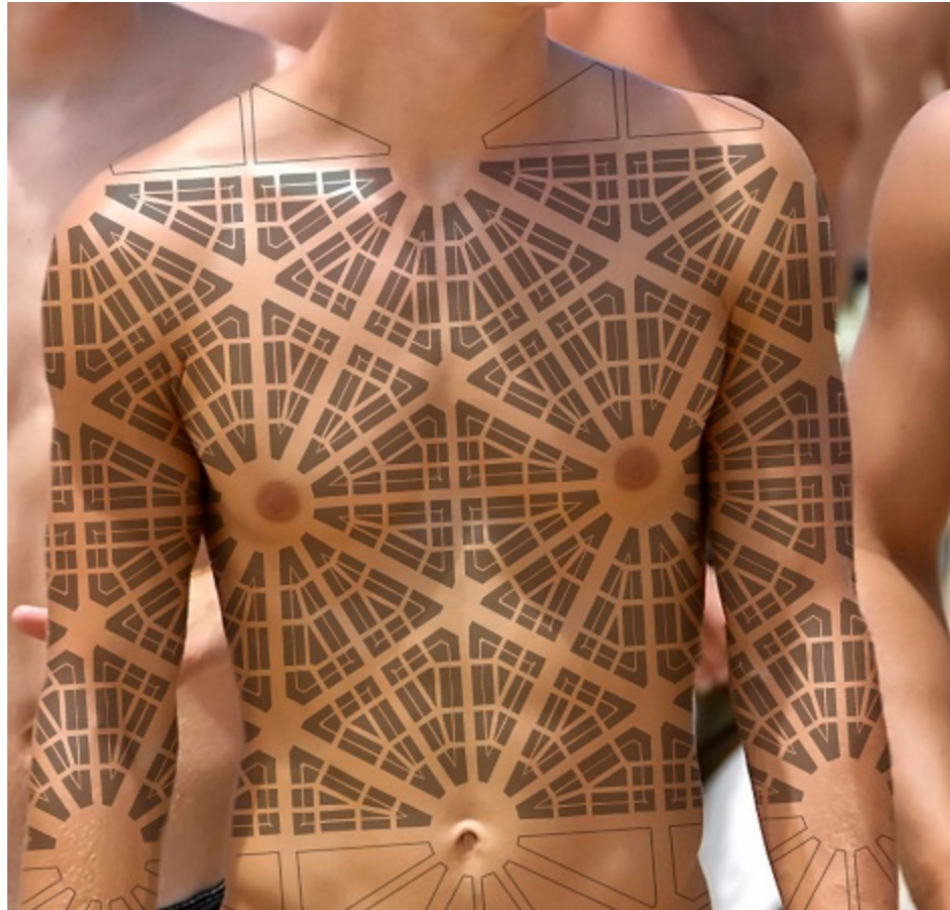
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tattoo idea

The other day I was saying that one of the reasons I never got a tattoo was because I never thought of any image I liked enough to permanently imprint on my person. Then with all of my obsessing over Augustus B. Woodward's 1805 utopian street plan for Detroit that was only partially implemented, I came up with a very obvious idea:

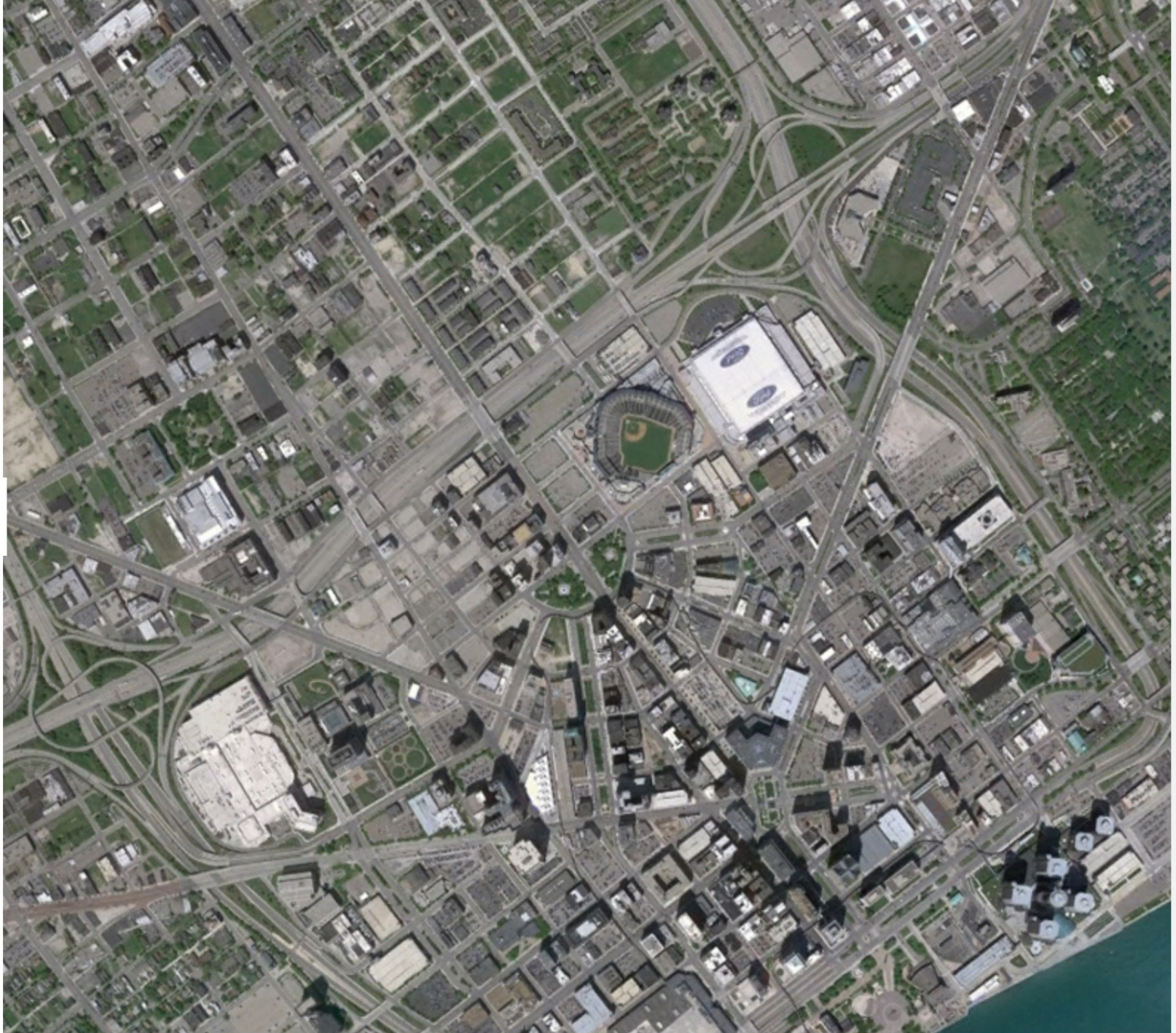


















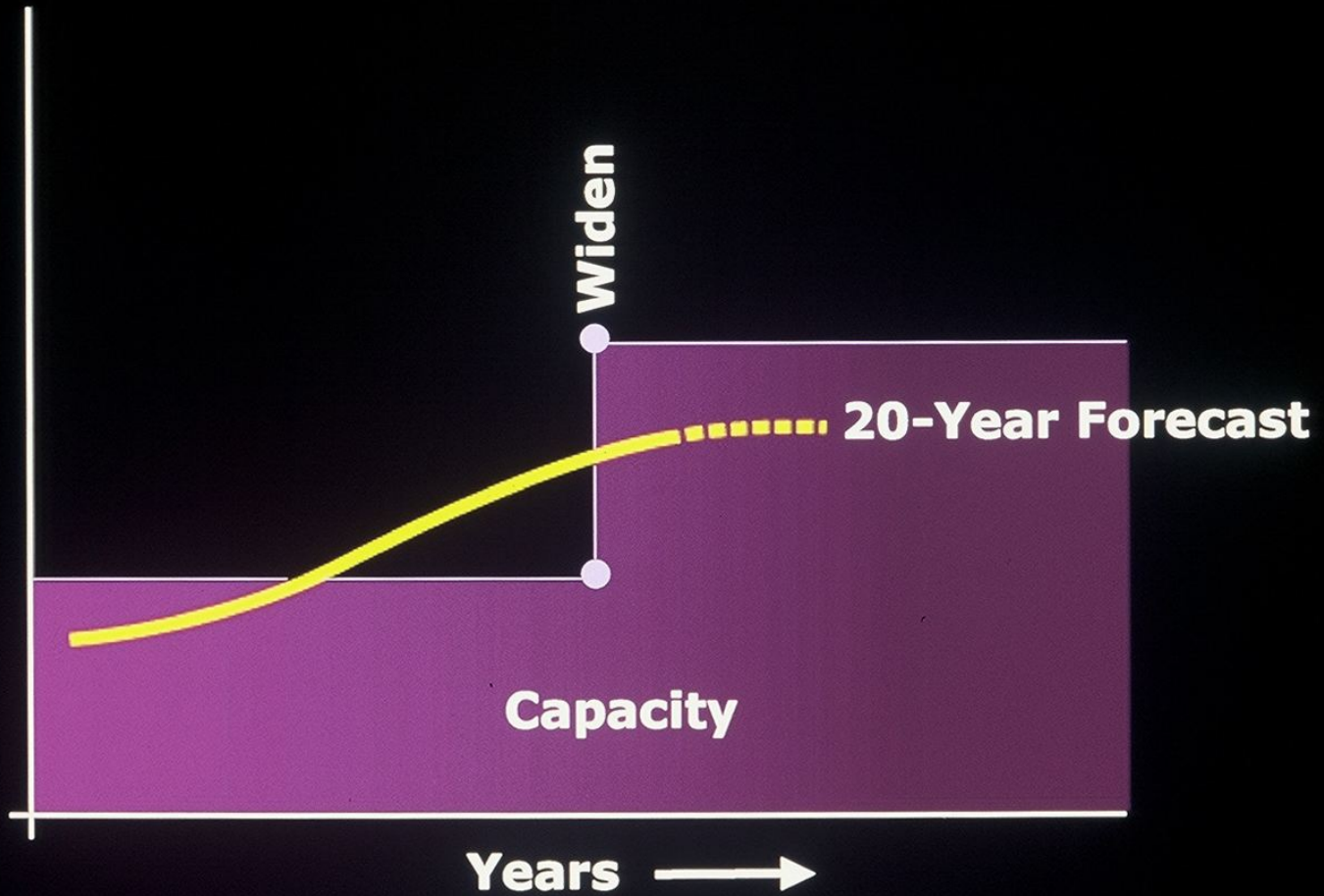


OH, THE IRONY

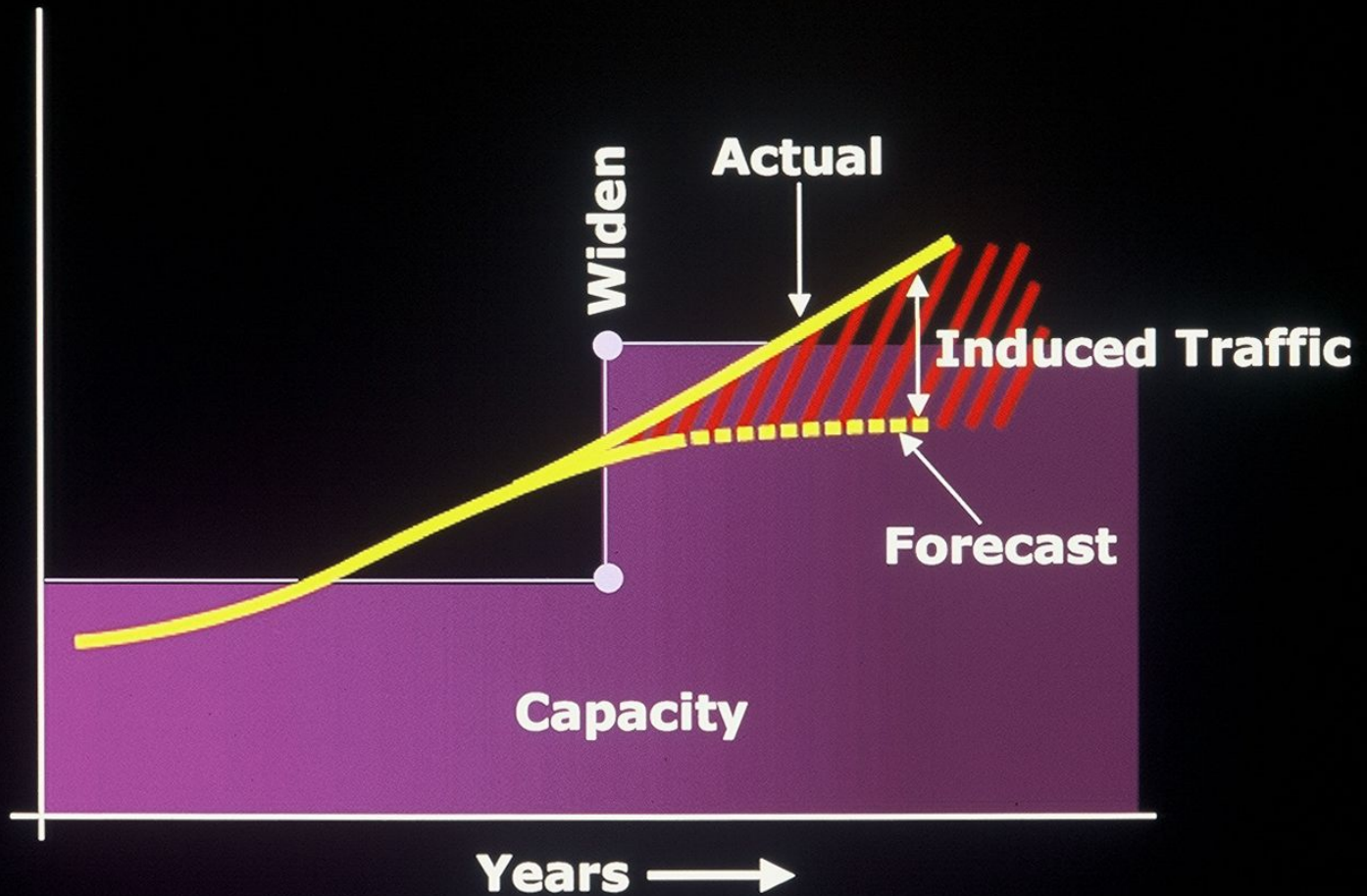




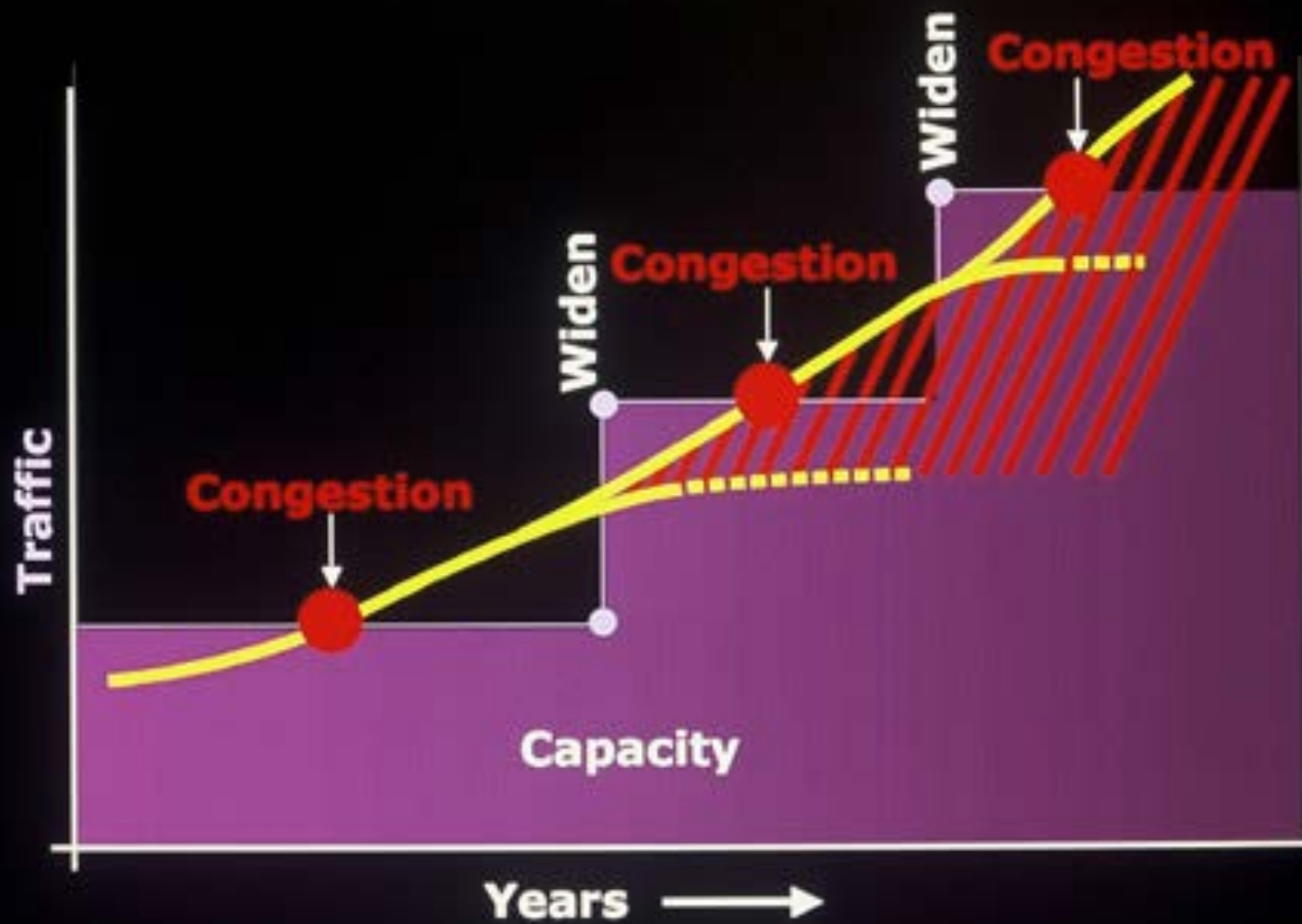
Ideal Traffic Planning



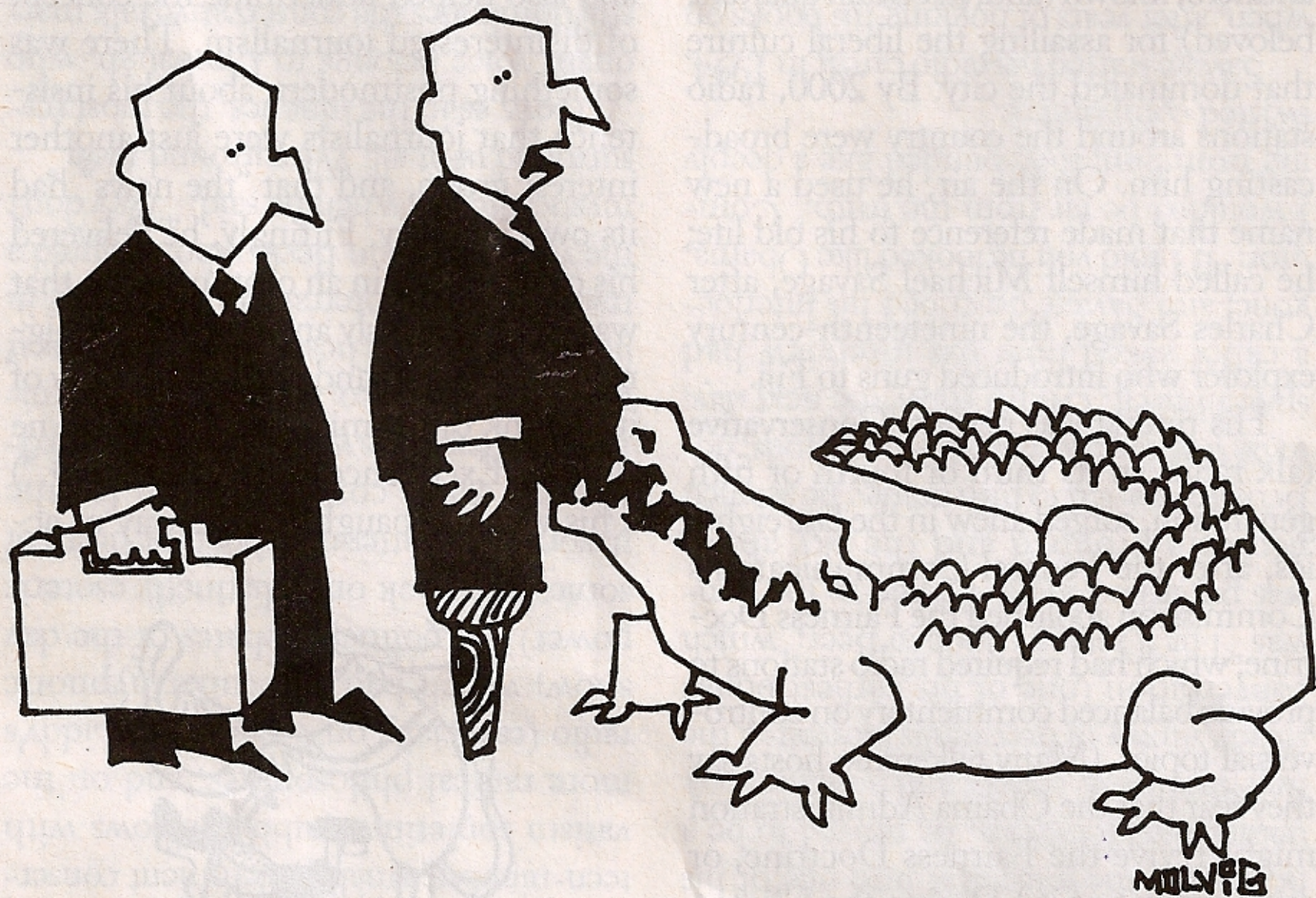
Traffic Planning: The Reality



Road Size, Not Congestion is the Choice



In general terms, traffic is caused by too much demand (from vehicles) meeting too little supply (roads). One solution is to increase supply by building more roads. But that's expensive, and demand from drivers tends to quickly overwhelm the new supply; today engineers acknowledge that building new roads usually makes traffic worse. Instead, economists have suggested reducing demand by raising the costs of driving in congested areas. The best-known example is the "congestion price" in London. It was implemented in 2003 and has raised revenues of \$1.2 billion.



"Whoa. Déjà vu."

The Fundamental Law of Highway Congestion: Evidence from the US

Gilles Duranton

and

Matthew A. Turner



PARIS SCHOOL OF ECONOMICS
ÉCOLE D'ÉCONOMIE DE PARIS

<http://www.pse.ens.fr/axes/convmedad.html>

Using: $\rho_K^{P(I)} = \rho_I^{P(I)} \times \rho_K^I$

Marginal highway welfare gain associated with an additional lane kilometer of highway:

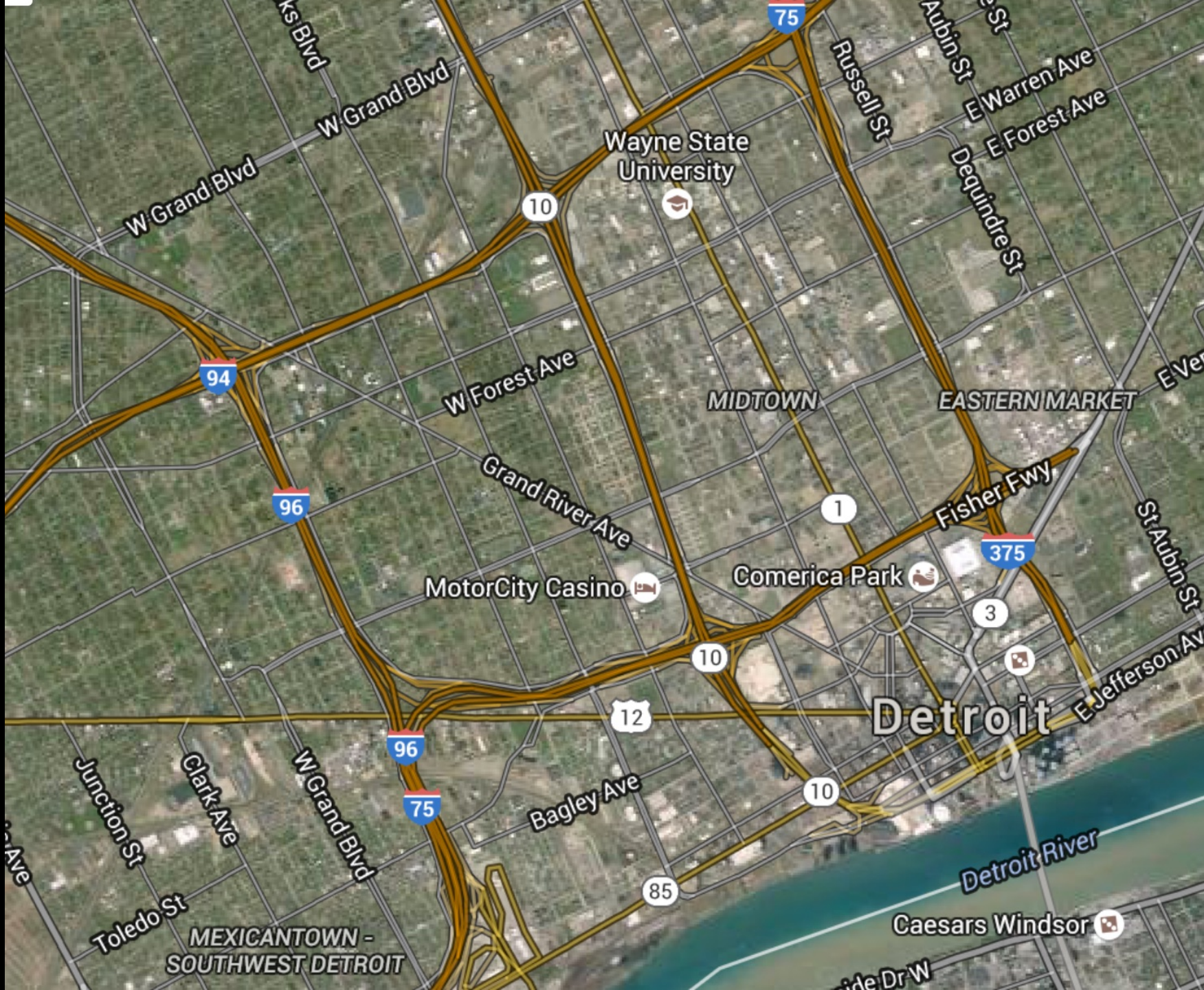
$$\Delta w_I \approx -\rho_I^{P(I)} \rho_K^I P(I) \left(1 + \frac{\rho_K^I}{200} \right) \frac{I}{K}.$$

Conclusions

- Fundamental law of traffic congestion: $\rho_K^I \approx 1$

“Metro areas that invested heavily in road capacity expansion fared no better in easing congestion than metro areas that did not. Trends in congestion show that areas that exhibited greater growth in lane capacity spent roughly \$22 billion more on road construction than those that didn’t, yet ended up with slightly higher congestion costs per person, wasted fuel, and travel delay.”

-- *Surface Transportation Policy Project,
Washington, DC*



W Grand Blvd

W Grand Blvd

Wayne State University

75

Russell St

Aubin St

E Warren Ave
E Forest Ave

Dequindre St

10

94

W Forest Ave

MIDTOWN

EASTERN MARKET

96

Grand River Ave

1

Fisher Fwy

375

MotorCity Casino

Comerica Park

3

St Aubin St

Detroit

10

12

E Jefferson Ave

Junction St

Clark Ave

W Grand Blvd

96

75

Bagley Ave

10

85

Detroit River

Toledo St

MEXICANTOWN -
SOUTHWEST DETROIT

Caesars Windsor

Side Dr W



YOU



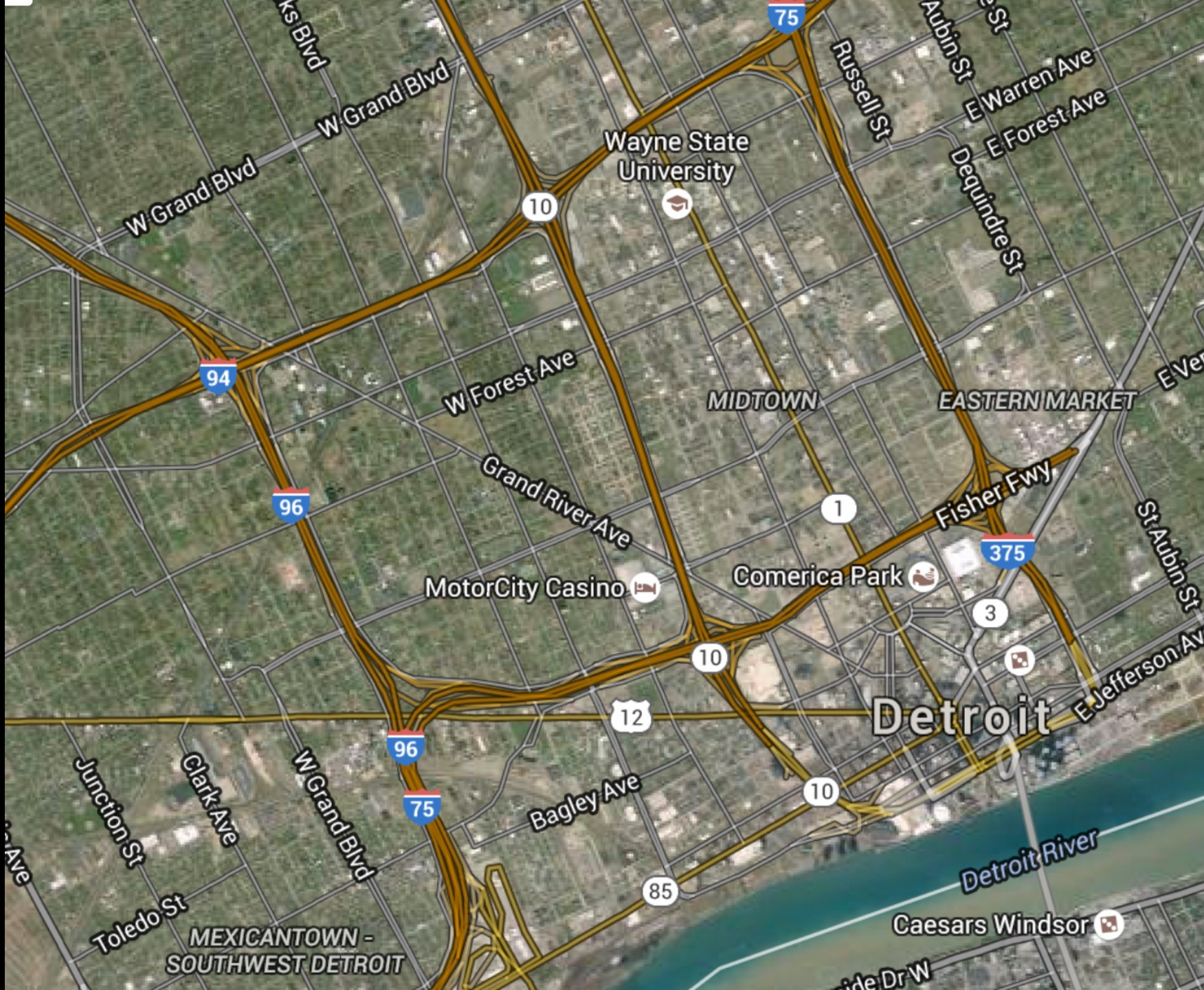
CAN

An aerial photograph of a complex multi-level highway interchange. The roads are grey and feature multiple lanes with white lane markings. The interchange is surrounded by green grassy areas with scattered trees. In the background, there are several large industrial or commercial buildings with flat roofs, some with parking lots filled with vehicles. The word "STOP" is overlaid in large, bold, white, sans-serif capital letters across the bottom center of the image.

STOP

An aerial photograph of a complex multi-level highway interchange. The roads are grey and feature multiple lanes with visible traffic. The interchange is surrounded by green grassy areas and some urban buildings. The word "NOW" is superimposed in large, bold, white, sans-serif capital letters across the bottom center of the image.

NOW



W Grand Blvd

W Grand Blvd

Wayne State University

75

Russell St

Aubin St

E Warren Ave
E Forest Ave

Dequindre St

10

94

W Forest Ave

MIDTOWN

EASTERN MARKET

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Grand River Ave

1

Fisher Fwy

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Comerica Park

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St Aubin St

Detroit

10

12

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Junction St

Clark Ave

W Grand Blvd

96

75

Bagley Ave

10

85

Detroit River

Toledo St

MEXICANTOWN -
SOUTHWEST DETROIT

Caesars Windsor

Side Dr W



E Warren Ave

©20



W. FORT ST.

NON-MOTORIZED URBAN TRANSPORTATION MASTER PLAN

June 2006



Prepared for:
The City of Detroit
Traffic Engineering Division
Department of Public Works

Prepared by:
Giffels-Webster Engineers
Carter-Burgess
ArchiveDS
Brogan & Partners



HOWEVER. . .



BEST WALKING CITIES FINDER

OKLAHOMA

sparse on parks, and it has the lowest number of schools per square mile in the state.

No. 9: Enid

Enid is the 2nd-smallest city in Oklahoma on our list, and its tied with Lawton for the fewest parks in the state. Enid also has a low percentage of people who ride mass transit and a high crime rating--which is particularly surprising for one of the states smaller cities (fewer people often means fewer crimes).

No. 10: Oklahoma City

The least pedestrian-friendly city in Oklahoma is its capital--in fact, Oklahoma City is the worst city for pedestrians in the entire country. The state's biggest city state has its highest crime rate and one of its lowest percentages of people who walk to work. Located smack-dab in the center of the state, Oklahoma City also has one of the lowest Walk Scores, meaning its just too car-centric for walking in the downtown area to be enjoyable. The city is also on the low end of the state for school and park density. Overall, this town needs more work than any other on our list to become a city for walkers.

SELECT A STATE ▲

NEXT

BEST WALKING CITIES FINDER

OKLAHOMA

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[NEXT](#)

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[SELECT A STATE](#) ▲

[NEXT](#)

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N DEWEY AVE

4507

2785

5922

4080

NW 6TH ST

2498

3323

2271

1047

NW 5TH ST

4335

3868

3423

3761

13463

NW 4TH ST

N WALKER AVE 7043

N HUDSON AVE

3208

DEAN A MCGEE AVE

5632

ROBERT S KERR AVE

12482

DR

COUCH DR

N BROADWAY AVE

COLCORD DR

PARK AVE

4434

9668

T

4187

5398

11764

8389

N ROBINSON AVE

5121

7

W SHERIDAN AVE

10066

Y AVE

N AVE

CK BLVD

BLVD

N E K GAYLORD BLVD

**Typically, 2 lanes
can easily handle
10,000 cars per
day.**

4335

3868

566

N WALKER AVE 7043

N HUDSON AVE

3208

3310

DEAN A MCGEE AVE

5632

ROBERT S KERR AVE

9707

6849

PARK AVE

COUCH DR

4434

DR

5398

N PRO

DESIGNATED ARTERIALS (4 Lanes or More):

DESIGNATED ARTERIALS (4 Lanes or More):

Sheridan: Peak 10,066

DESIGNATED ARTERIALS (4 Lanes or More):

Sheridan: Peak 10,066

Hudson: Peak 8389

DESIGNATED ARTERIALS (4 Lanes or More):

Sheridan: Peak 10,066

Hudson: Peak 8389

Robinson: Peak 5632

DESIGNATED ARTERIALS (4 Lanes or More):

Sheridan: Peak 10,066

Hudson: Peak 8389

Robinson: Peak 5632

4th: Peak 5663

DESIGNATED ARTERIALS (4 Lanes or More):

Sheridan: Peak 10,066

Hudson: Peak 8389

Robinson: Peak 5632

4th: Peak 5663

6th: Peak 4507



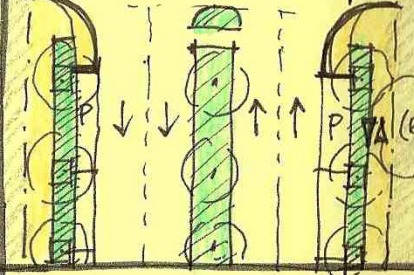
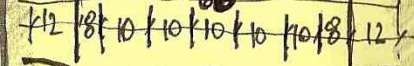
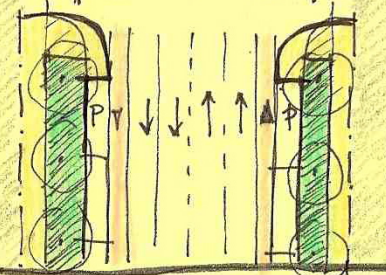
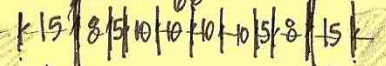
Hudson Avenue: 8389 Cars/Day 6 lanes



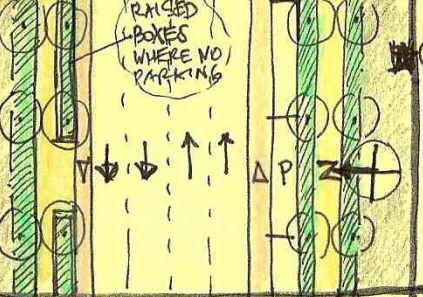
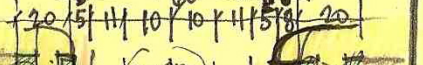
Root this plan in best practices for maintenance.
 - Encourage the maintenance.

SECTIONS

A RENO from Walker to Gaylord 66
 B GATLORD from Reno to 3rd 66



C SHERIDAN from Hudson to Robinson 60



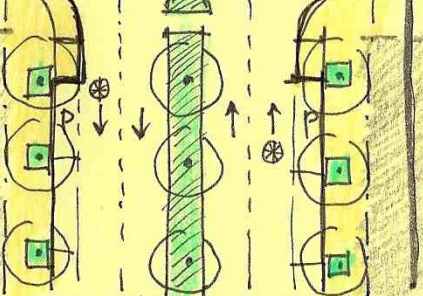
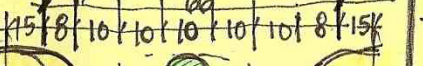
D SHERIDAN from Robinson to Gaylord

Same as C, but the missing parking lane is to the south instead of the north.

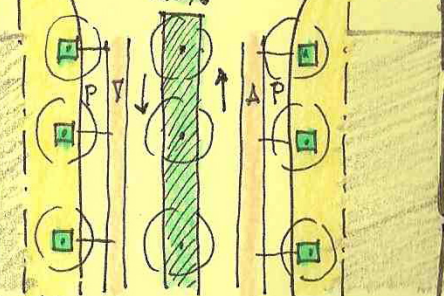
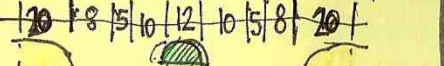
E SHERIDAN from Walker to Hudson and Dewey

Same as A (Reno)

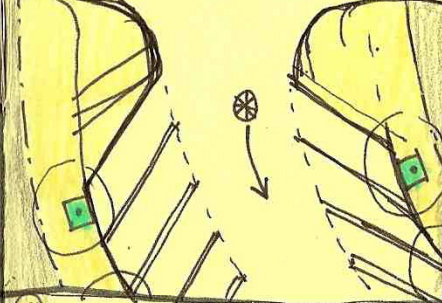
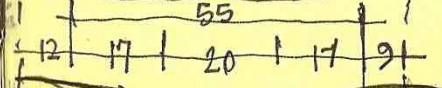
F MAIN from Walker to Hudson 66



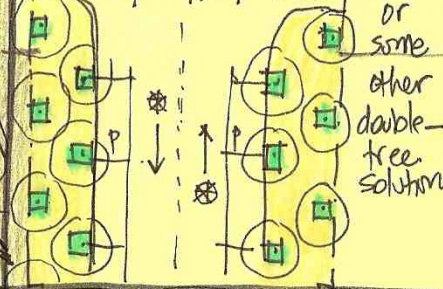
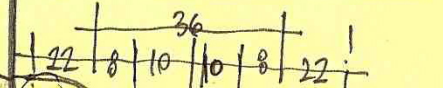
G MAIN from Robinson to Gaylord 58



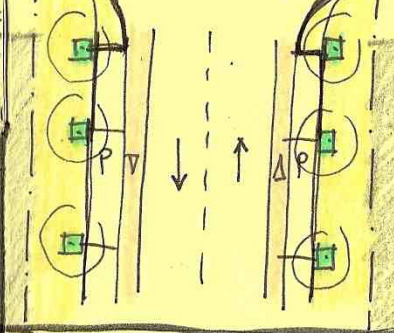
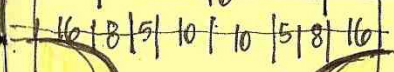
H COLCORD/COUCH LOOP 55



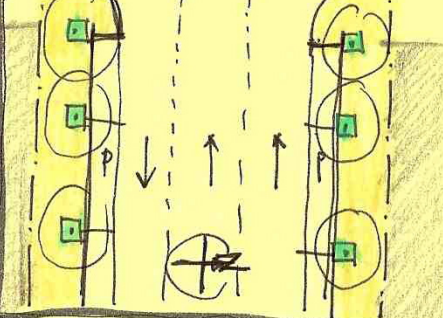
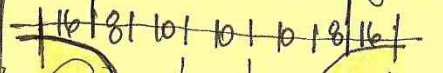
I PARK from Hudson to Bway 36



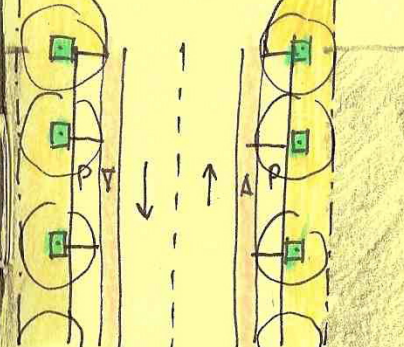
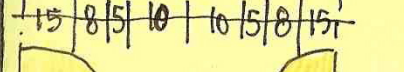
J KERR from Dewey to Gaylord 46



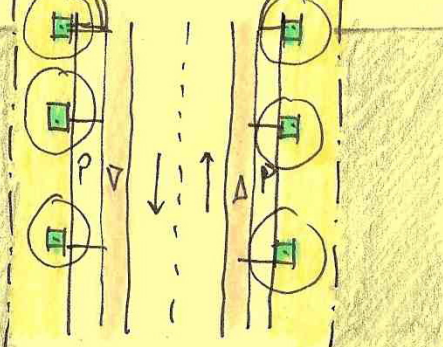
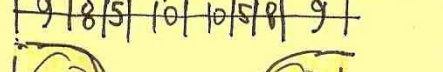
K MCGEE from Walker to Gaylord



L 4TH from Walker to Hudson 46



M 4TH from Hudson to Robinson 46



⊗ = SHAR ○ STRIPE MARKING IN LANE

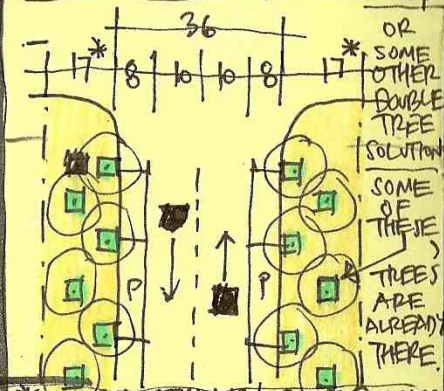
(N), (O) 4th from Robinson past Bway

Maintains same 46' cartpath as S L and M, but sidewalk width varies based on ROW.

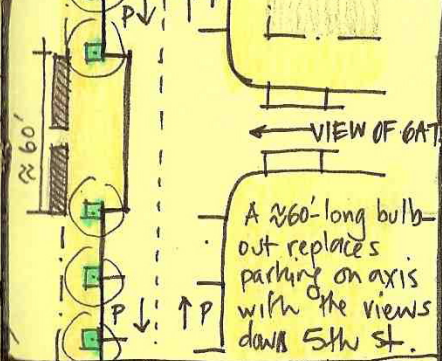
(R) CALIFORNIA west of Walker

- Same as Kerr, but:
1. Adjust sidewalk to fit.
 2. Put trees in continuous green planter.

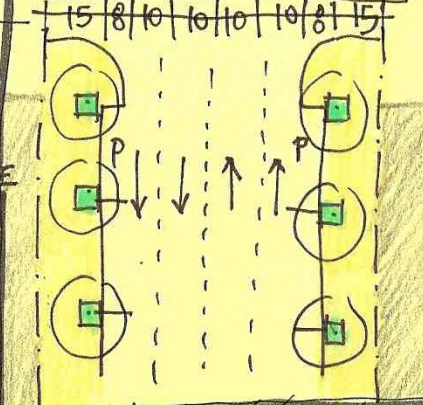
"MEMORIAL STREET"
(P) 5th from Dewey past Broadway



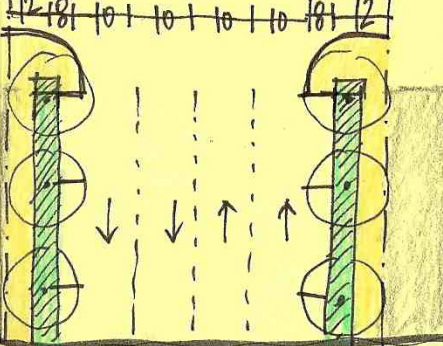
(U) HARVEY & ROBINSON framing memorial gateways



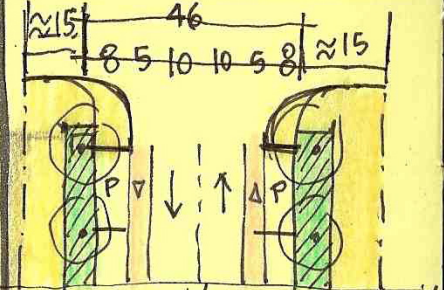
(Y) HUDSON from Kerr to Colcord



(Q) 6th St. from Dewey past Bway

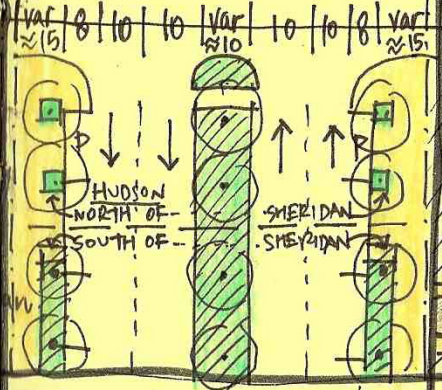


(S) WALKER from Kerr to Reno

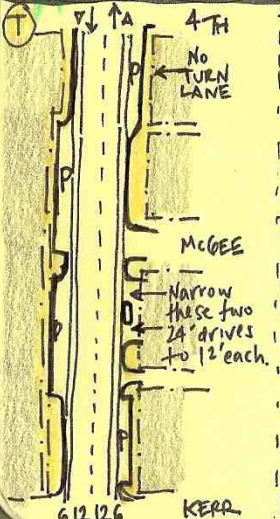


As row widens just S of Sheridan sidewalk absorbs extra width.

(W) HUDSON from Colcord to Reno

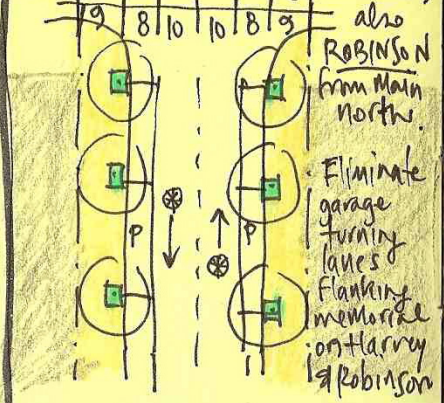


(X) ROBINSON PLAZA

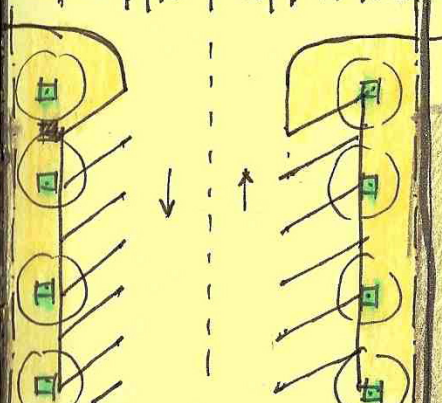


This section of WALKER assumes that new sidewalks are kept (but more trees added), so the curb moves back and forth and parking appears and disappears around a 6' 12' 12' 6' cartpath that replaces the current 3' 12' lanes.

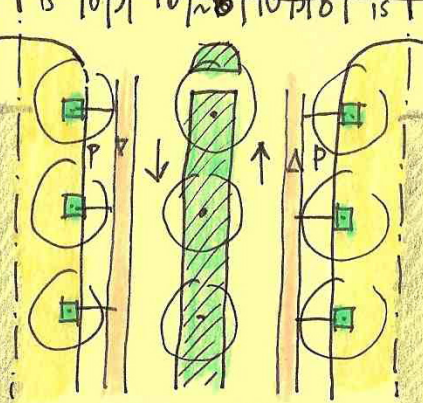
(U) HUDSON from Kerr North HARVEY for full length
North Robinson for full length (to Main)



(Y) BROADWAY from McGee North



(Z) BROADWAY from McGee South







ARP 10

© The Office of James Burnett





ONLY

STOP

Construction
Corporate Tower & East
Park Extension - Phase 2
August 2014
Rudolph & C. LLC
1000
Rudolph & C. LLC
1000











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NORWALK

EXISTING TRAFFIC FLOW

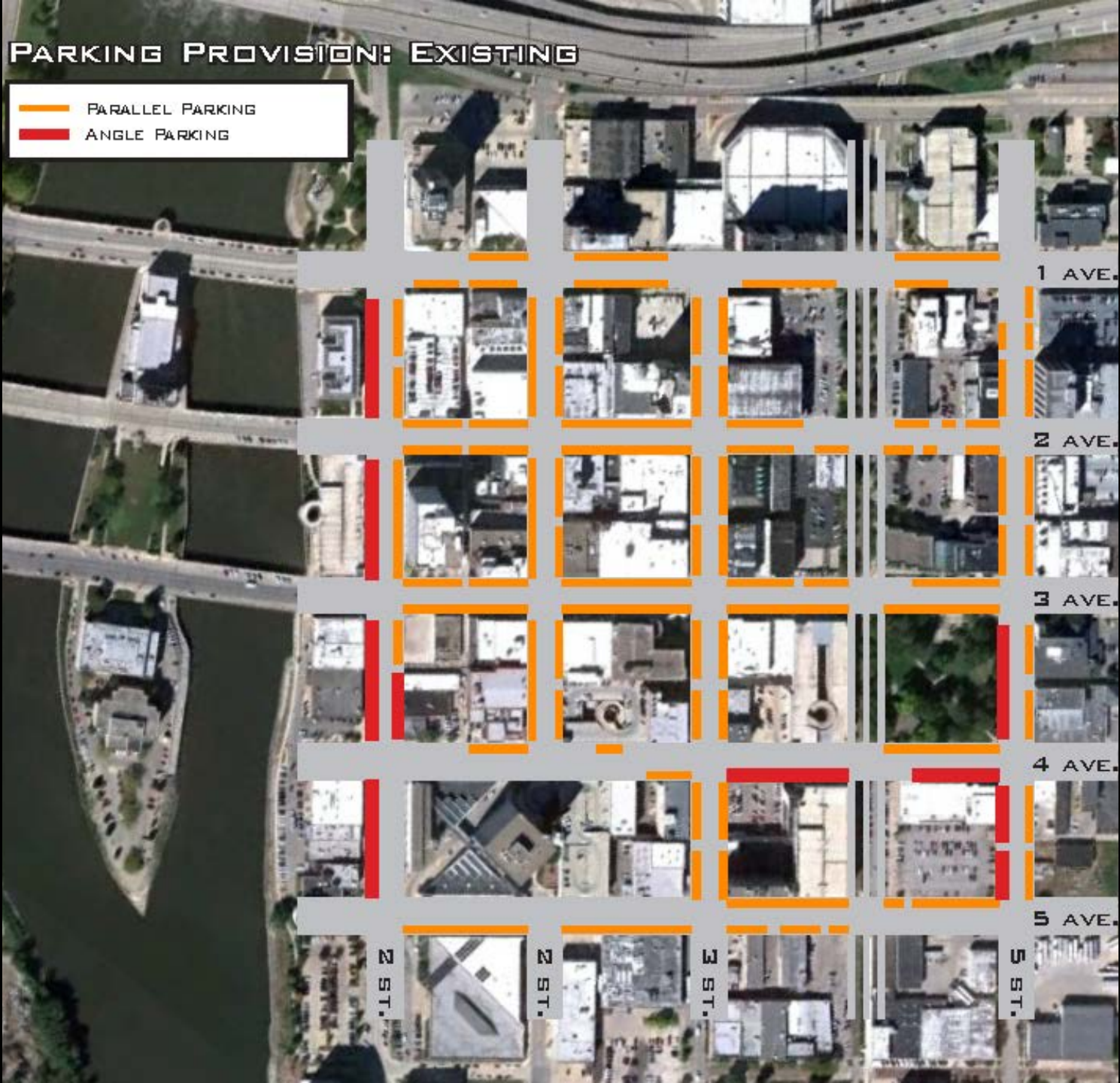


PROPOSED TRAFFIC FLOW



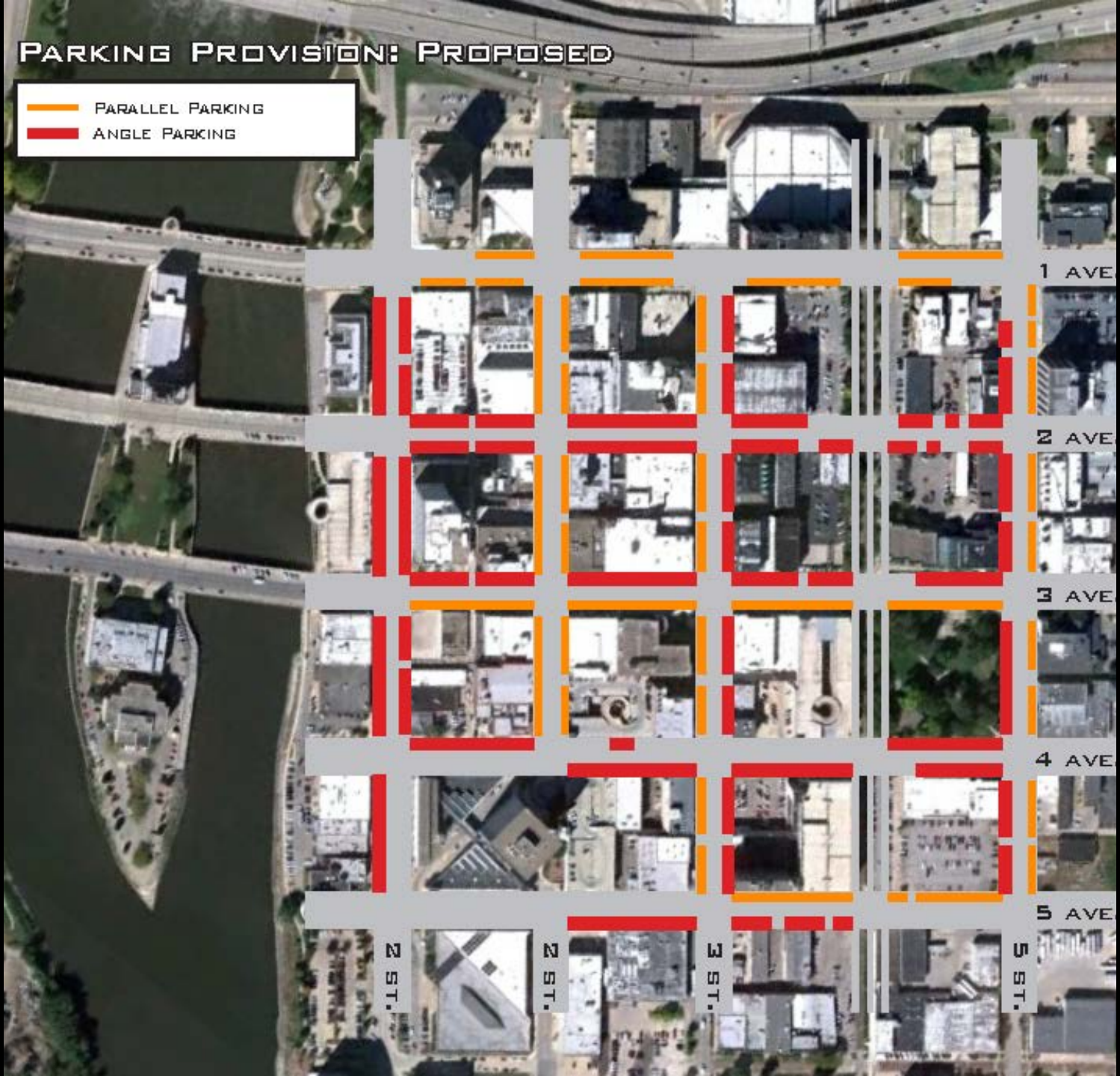
PARKING PROVISION: EXISTING

- PARALLEL PARKING
- ANGLE PARKING



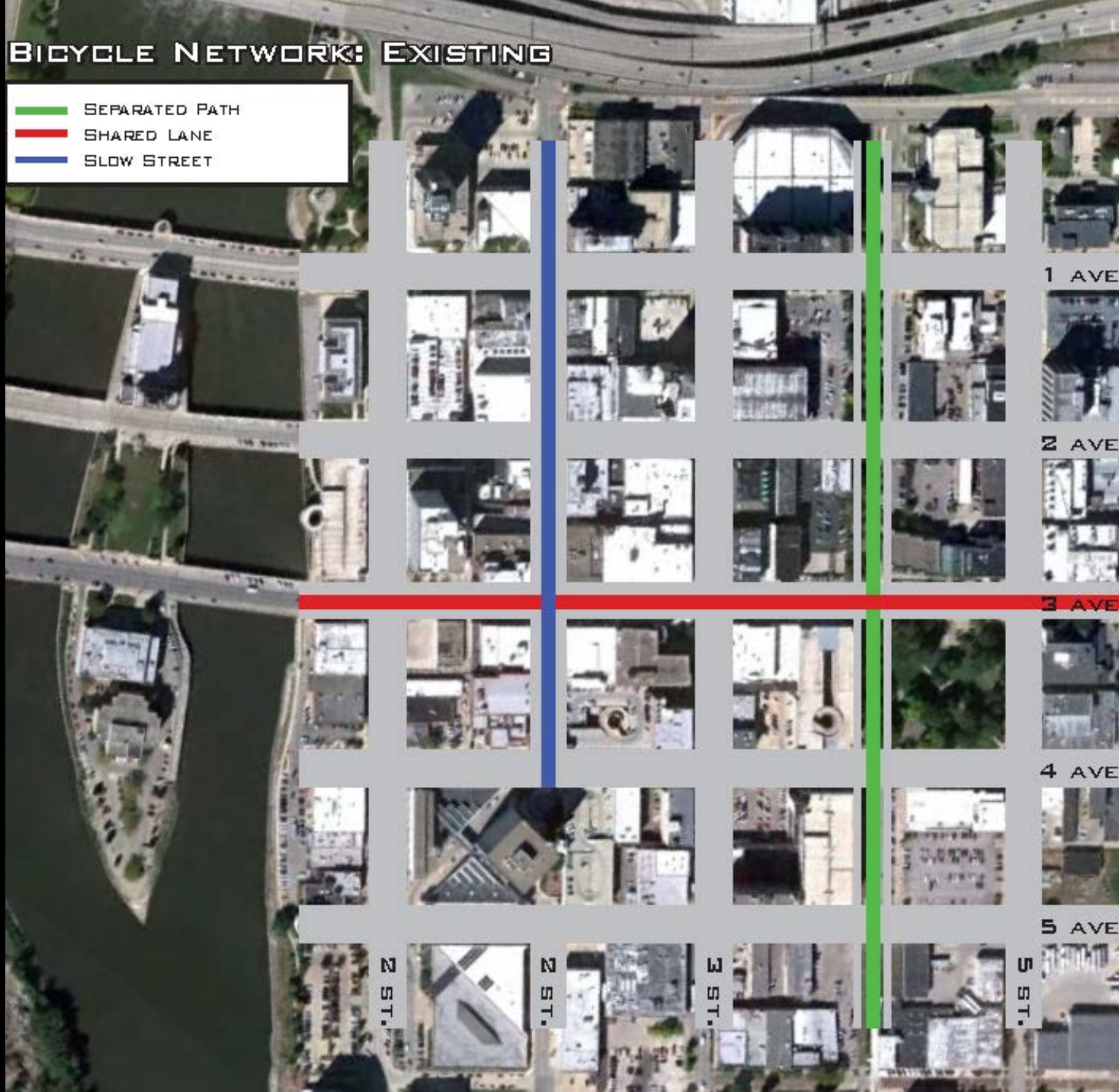
PARKING PROVISION: PROPOSED

— PARALLEL PARKING
— ANGLE PARKING



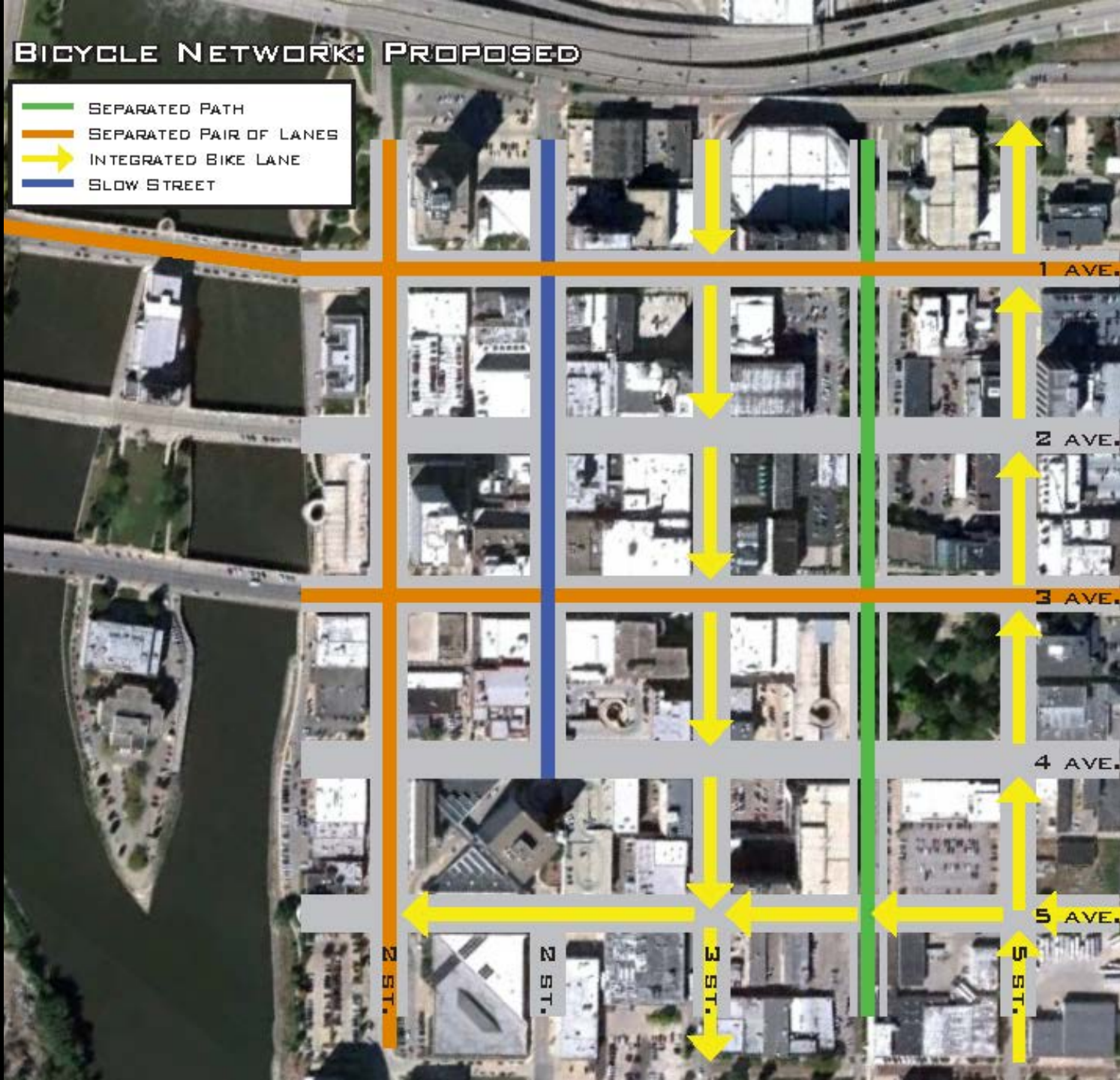
BICYCLE NETWORK: EXISTING

- SEPARATED PATH
- SHARED LANE
- SLOW STREET



BICYCLE NETWORK: PROPOSED

- SEPARATED PATH
- SEPARATED PAIR OF LANES
- INTEGRATED BIKE LANE
- SLOW STREET





LOUISVILLE, KY



2-WAYS

2-WAYS

- CAR CRASHES DOWN 48%

2-WAYS

- CAR CRASHES DOWN 48%
- CRIME DOWN 23%

2-WAYS

- CAR CRASHES DOWN 48%
- CRIME DOWN 23%

1-WAYS

2-WAYS

- CAR CRASHES DOWN 48%
- CRIME DOWN 23%

1-WAYS

- CAR CRASHES UP 15%

2-WAYS

- CAR CRASHES DOWN 48%
- CRIME DOWN 23%

1-WAYS

- CAR CRASHES UP 15%
- CRIME UP 36%

Assessments



The Return of the Two-Way Street

Why the double-yellow stripe is making a comeback in downtowns.

By Alan Ehrenhalt | December 2009



Alan Ehrenhalt
is *Governing's* former editor. E-mail him at ehrenhalt@yahoo.com.

Over the past couple of decades, Vancouver, Washington, has spent millions of dollars trying to revitalize its downtown, and especially the area around Main Street that used to be the primary commercial center. Just how much the city has spent isn't easy to determine. But it's been an ambitious program. Vancouver has totally refurbished a downtown park, subsidized condos and apartment buildings overlooking it and built a new downtown Hilton hotel.

Some of these investments have been successful, but they did next to nothing for Main Street itself. Through most of this decade, the street remained about as dreary as ever. Then, a year ago, the city council tried a new strategy. Rather than wait for the \$14 million more in state and federal money it was



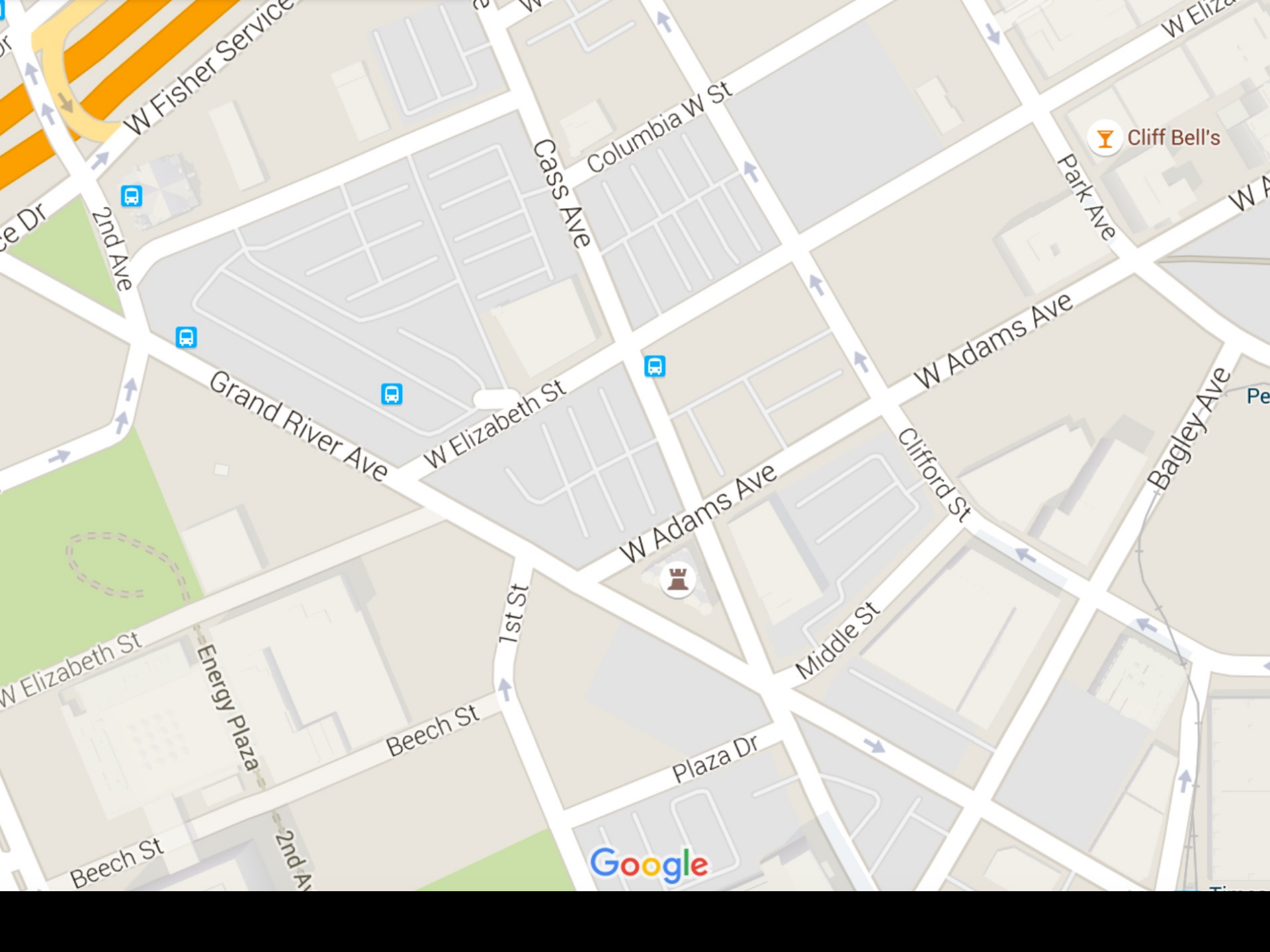
Vancouver, WA

TWO-WAY STREETS NOW !



- Safety
- Walkability
- Property Values
- Revitalization
- Neighborhoods

Signs Provided by: The East Spring Street Neighborhood Association



W Fisher Service

Cass Ave

Columbia W St

Cliff Bell's

Park Ave

2nd Ave

Grand River Ave

W Elizabeth St

W Adams Ave

W Adams Ave

Clifford St

Bagley Ave

1st St

Middle St

W Elizabeth St

Energy Plaza

Beech St

Plaza Dr

Beech St

2nd Ave

Google



Grand River Ave

1-800-491-1111

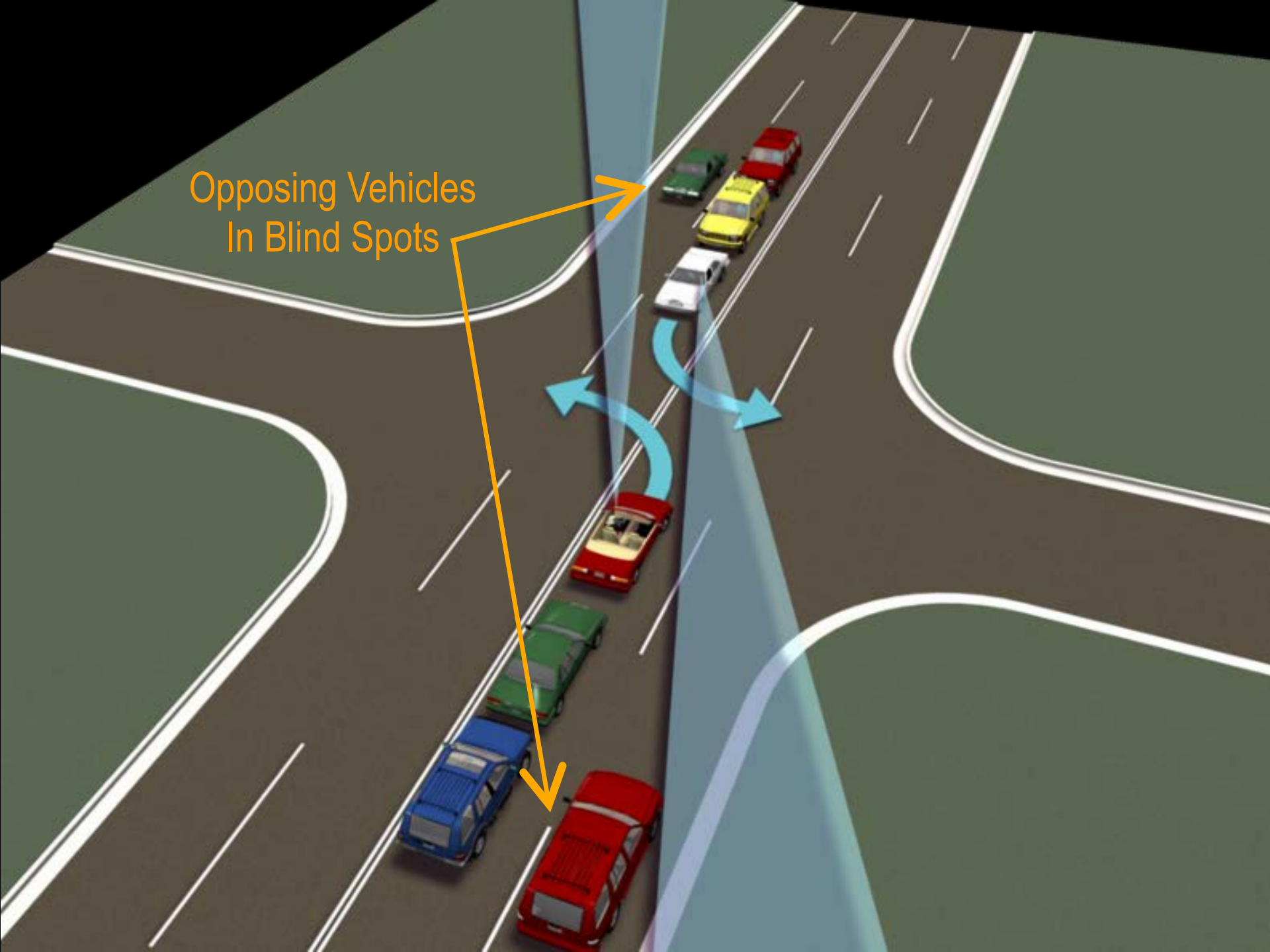


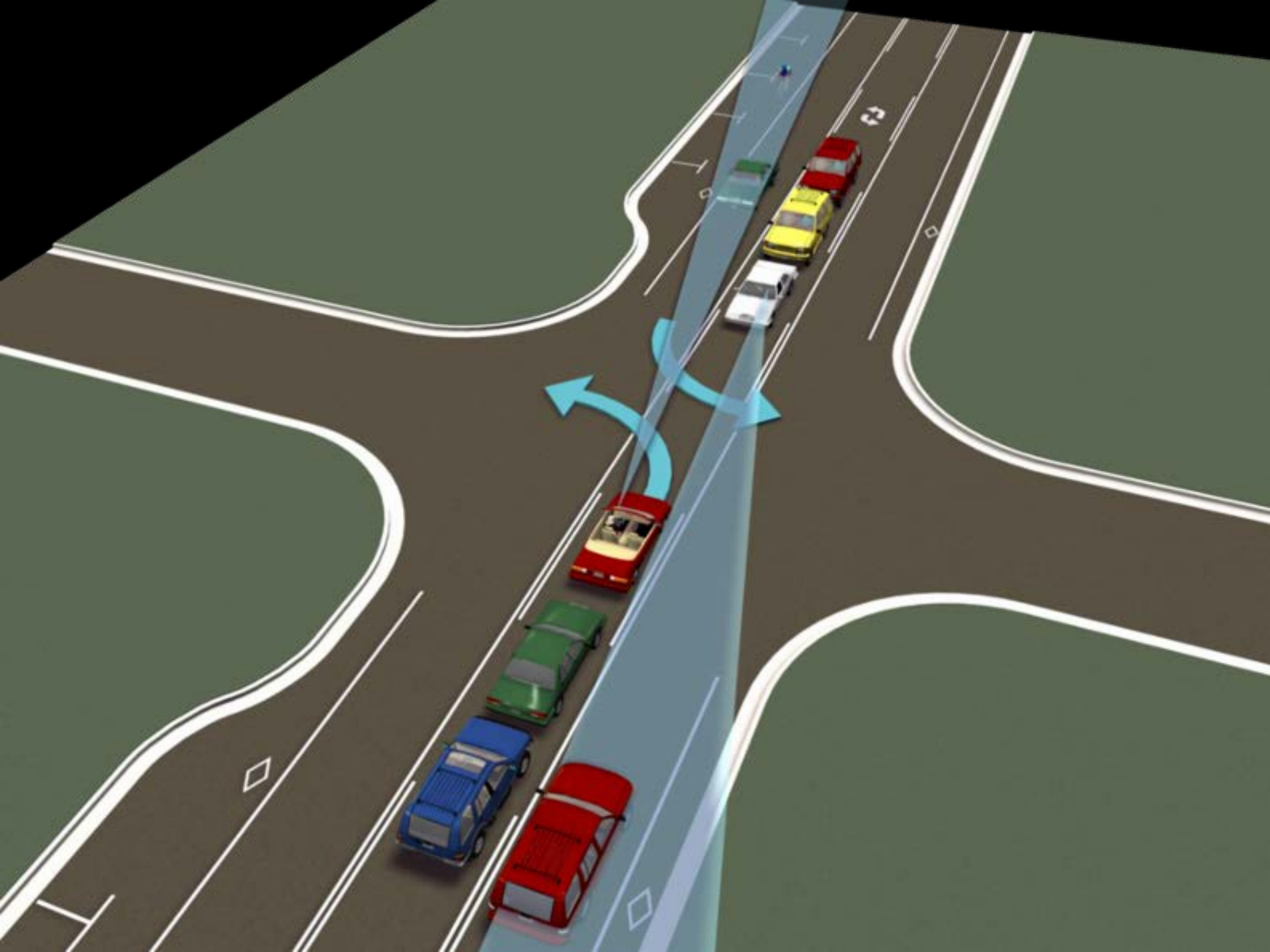
Clifford St.

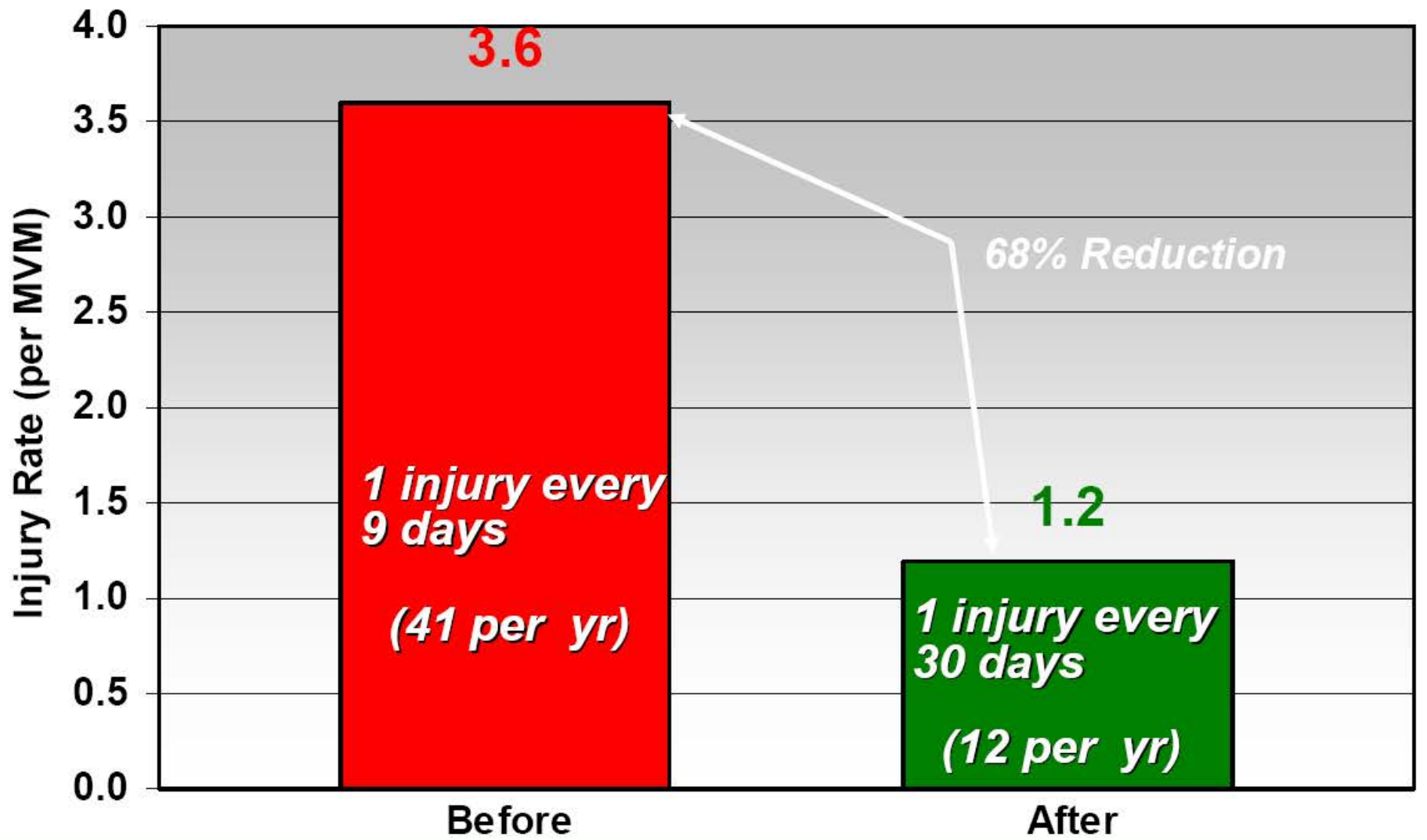
Henry St



Opposing Vehicles
In Blind Spots







Successful Road Diets

Location	Street	ADT Before	ADT After
San Leandro, CA	East 14th Street	17,700	16,700
Duluth, MN	21st. Avenue East	17,000	17,000
Ramsey County, MN	Rice Street	18,700	16,400
Toronto, ON	St. George Street	15,000	15,000
Kirkland, WA	Lake Washington Boulevard	23,000	25,900
Seattle, WA	North 45th Street	19,400	20,300
Covington, WA	State Road 516	29,900	32,800
Bellvue, WA	Montana Street	18,500	18,500
East Lansing, MI	Grand River Boulevard	23,000	23,000
Santa Monica, CA	Main Street	20,000	18,000
Helena, MT	U.S. 12	18,000	18,000
San Francisco, CA	Valencia Street	22,200	20,000
Oakland, CA	High Street	22,000	24,000
Orlando, FL	Edgewater Drive	20,500	21,000
Seattle, WA	Madison Street	17,000	18,000
Reno, NV	South Wells Avenue	18,000	17,500
University Place, WA	67th Avenue	17,000	15,000
University Place, WA	Cirque Avenue	16,900	14,400
East Lansing, MI	West Grand River Avenue	18,000	18,000
East Lansing, MI	Abbott Road	15,000	21,000
Charlotte, NC	East Boulevard	21,400	18,400



E Vermont Hwy

Mr. Fish & SEAFOOD
1.50
FRESH FISH & SEAFOOD

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ZOOM ZOOM DR.

“Increased lane widths are responsible for approximately 900 additional traffic fatalities per year.”

-- Robert Noland, “Traffic Fatalities and Injuries: The Effect of Changing Infrastructure and Other trends,” *Center for Transport Studies*, 2002.



Width of streets is narrowed by popular demand

BY HELEN NIEMIEC
STAFF WRITER

Complaints from residents about mandated street widths has resulted in an emerging street-width policy for improved roads in Birmingham.

The City Commission has narrowed the standard width for non-fire route streets and is expected to set a width for fire routes within a month.

"We need information and then we need to officially designate fire routes," said city commissioner Archie Damman III.

The city's engineering and public services department will present a report on street widths concerning fire routes at today's city commission meeting.

The new policy is that non-fire route streets can be 20-foot wide with parking on one side of the street or 26-foot wide with parking on both sides of the street.

Nine residents attended the Jan. 18 long-range planning session where the street width policy changed. Susan Gienapp, who has endorsed narrower streets, had given the commission a report from Portland, Oregon that showed how it had narrowed streets.

The idea of "traffic calming" and residential streets that had more of a small town flavor came up a number of times during the Downtown Master Plan study.

The policy affects the approximately half of Birmingham's roadways that still don't have curbs, gutters and storm sewers and currently are classified as unimproved roads. The city has 45 miles of improved streets; 25 miles of unimproved streets without curbs or gutters; and 20 miles of unimproved streets with curbs.

The petition of three streets in

BIRMINGHAM

the neighborhood immediately south of the downtown prompted the commission to rethink its policy which was reaffirmed last year as 29-foot wide. On citizen petitions to pave and improve the streets, the city engineering department had specified that improved streets would be done at 29-foot widths.

"I support this concept," said city commissioner Eleanor Siewert of the new widths. "We could handle something with options. I was very influenced by reading the Portland report. After the master plan, I've become more aware of what our streets look like."

City Manager Thomas Markus still has reservations about narrower streets. Portland, he noted, has a public transit system where Birmingham residents are reliant upon their cars and need more parking space.

Additionally, Markus expects that the narrower streets will become less used for cut-through traffic.

"When we downsize one neighborhood street, that will force traffic on the wider streets," Markus said.

Birmingham went with a 29-foot street width to allow safety vehicles, such as fire trucks and ambulances, to pass if cars are parked on both sides of a street. The large fire trucks are 8-foot, 10-inches wide. The street width policy last year was reaffirmed by a 4-3 city commission vote, though the topic of street width surfaced at every commission meeting where road improvements were discussed.

Ten feet should be the default width for general purpose lanes at speeds of 45 mph or less.

ITE Traffic Engineering Handbook, 7th Edition

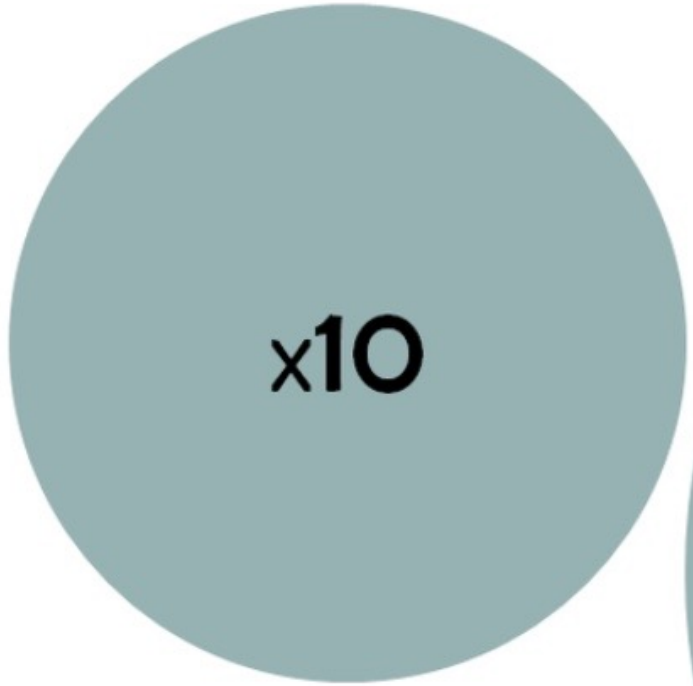
Severity Impact of Travel Lane Width



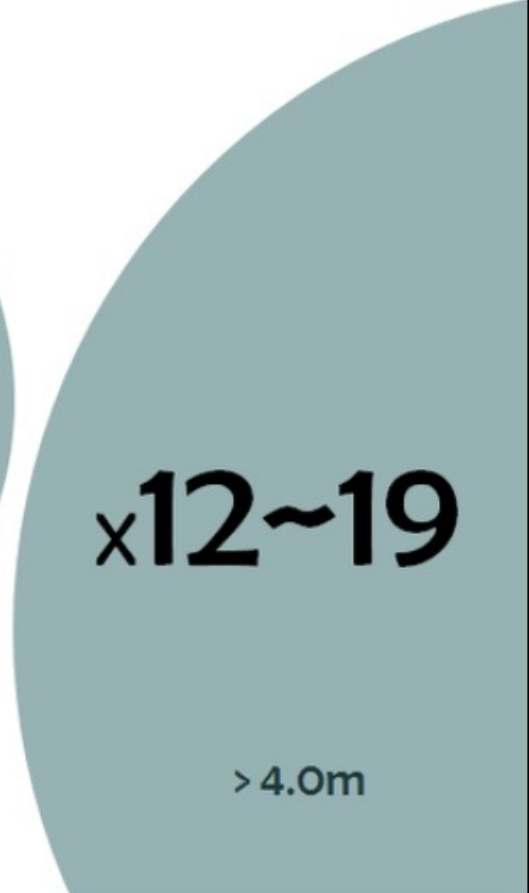
2.75m



3.1~3.15m



4.0m



> 4.0m

x3

1

x10

x12~19

Charlevoix St



Ruler

Line Path Pro

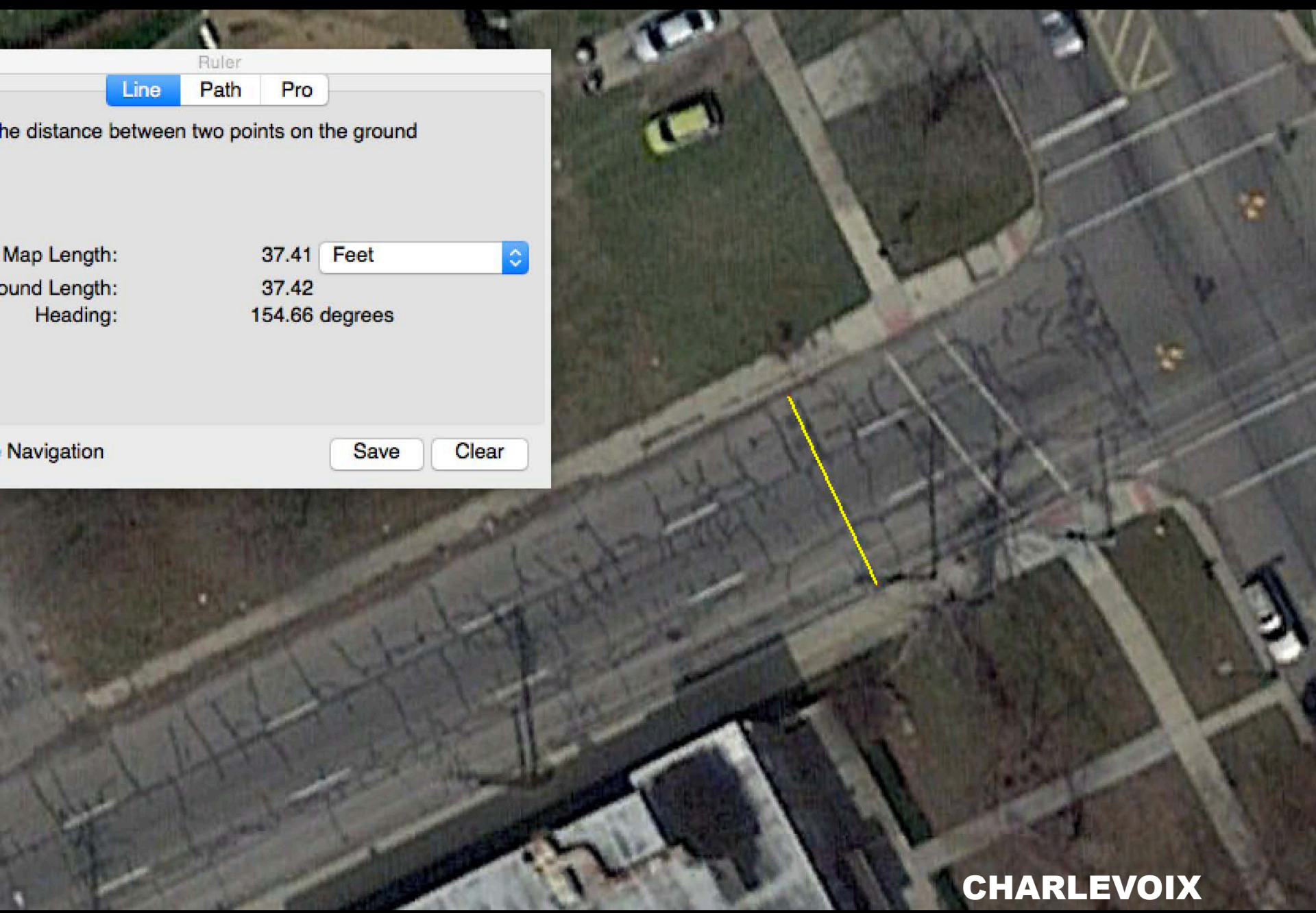
the distance between two points on the ground

Map Length: 37.41 Feet

Ground Length: 37.42

Heading: 154.66 degrees

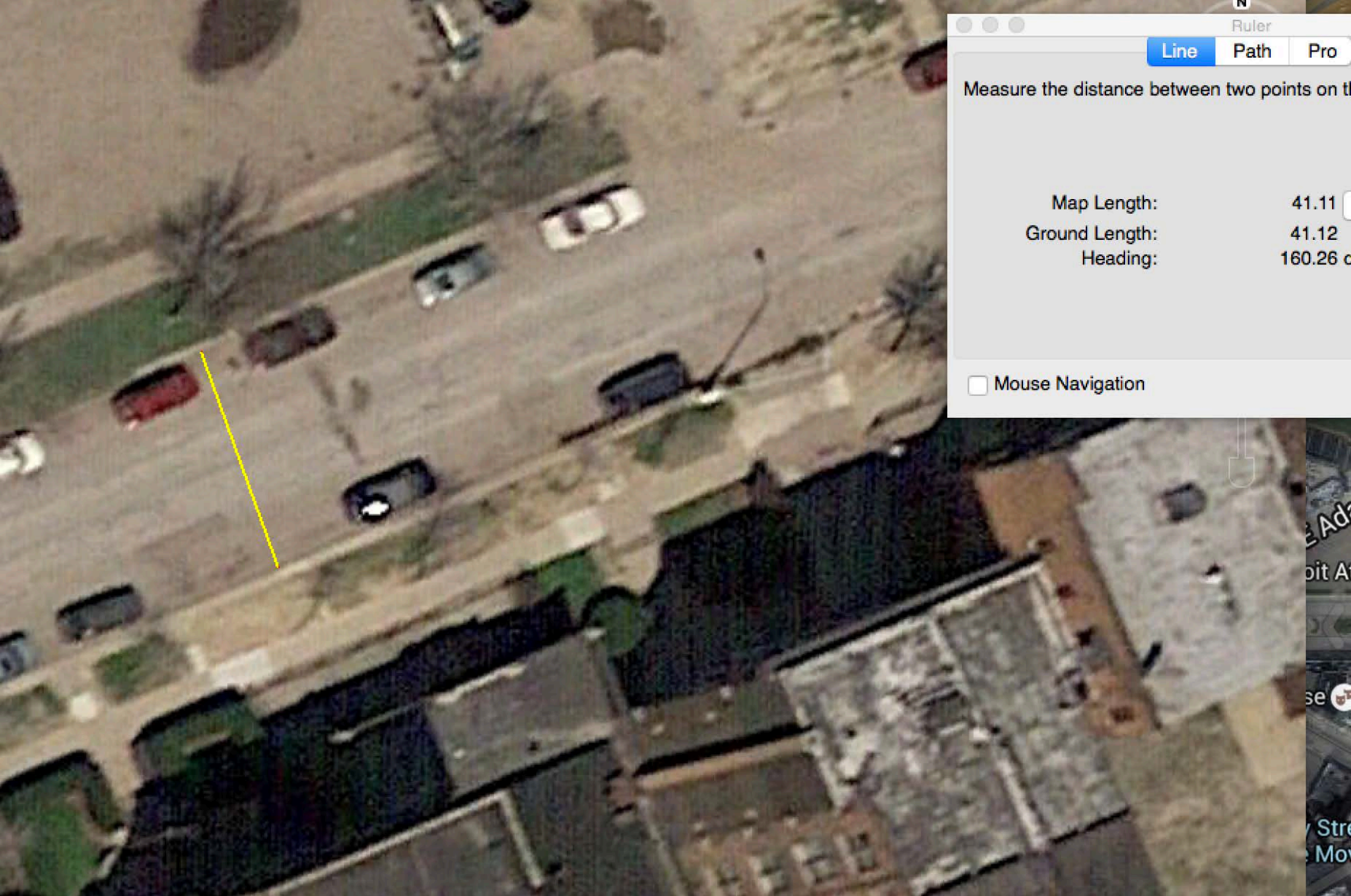
Navigation Save Clear



CHARLEVOIX

Henry St





Ruler

Line Path Pro

Measure the distance between two points on the map

Map Length:	41.11
Ground Length:	41.12
Heading:	160.26

Mouse Navigation

HENRY



W Forest Ave

Ruler

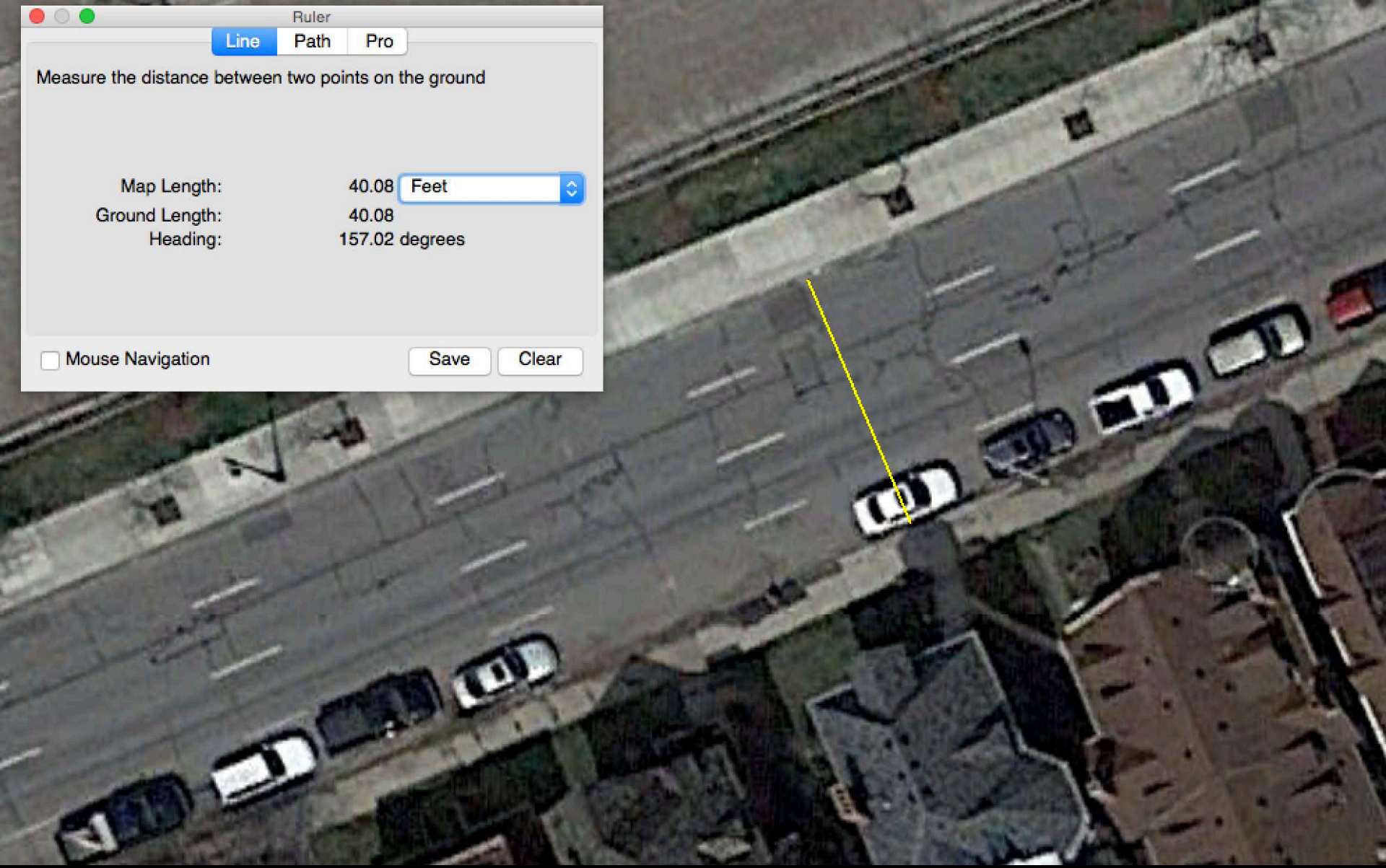
Line Path Pro

Measure the distance between two points on the ground

Map Length:	40.08	Feet
Ground Length:	40.08	
Heading:	157.02	degrees

Mouse Navigation

Save Clear



FOREST





SPEED
30

SPEED
30

TRUCKS
BUSES
KEEP
RIGHT



STEEL
GRID
DECK







ONE WAY
→

ROAD
CLOSED

BIKE SIGNAL

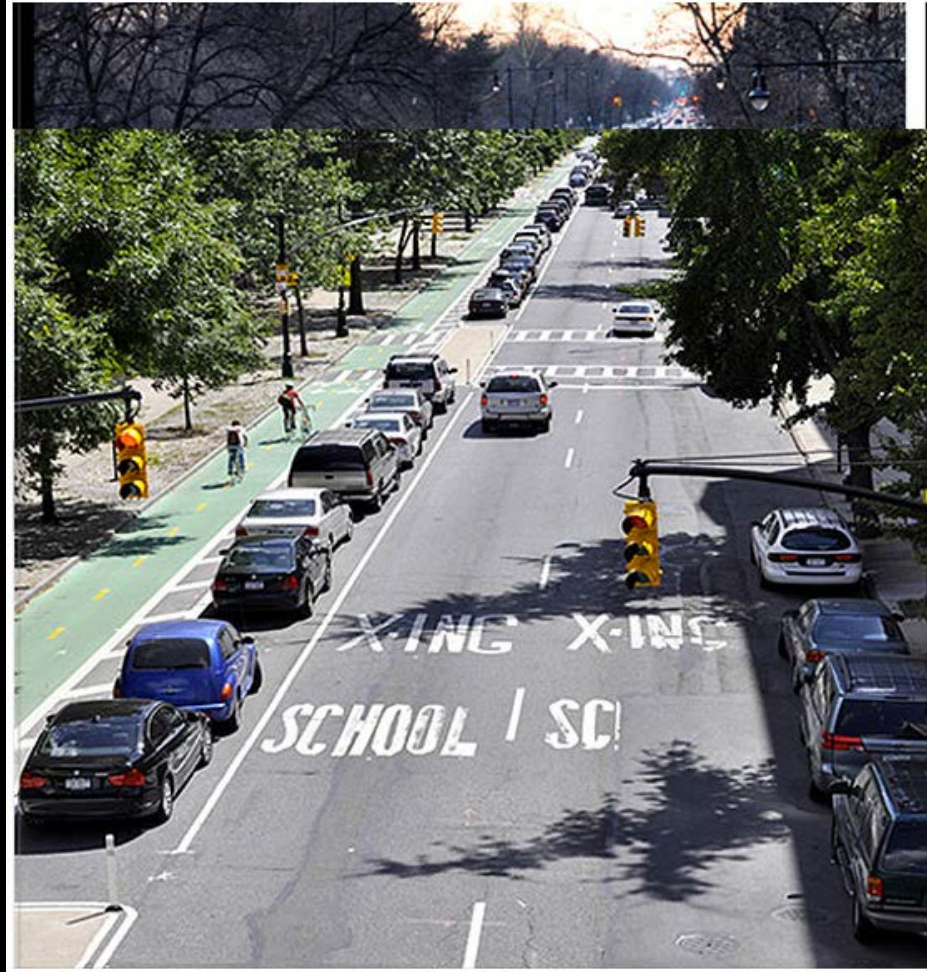
W. 10th
ST.

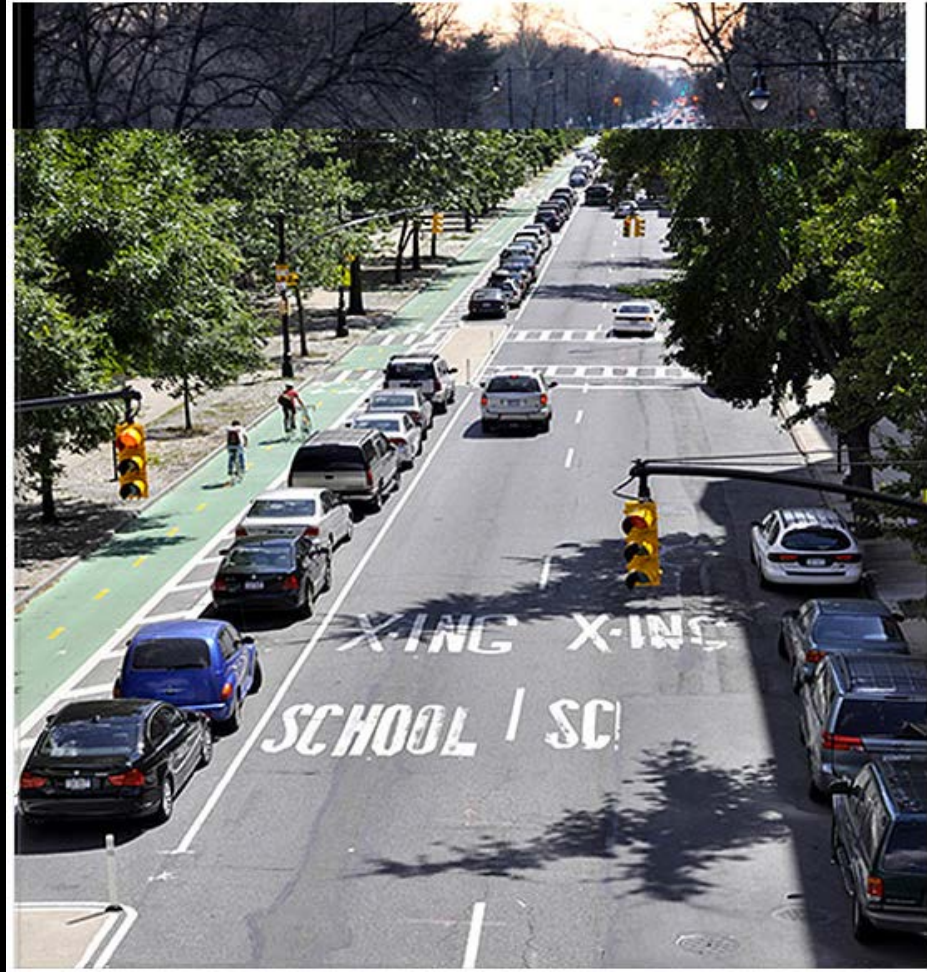
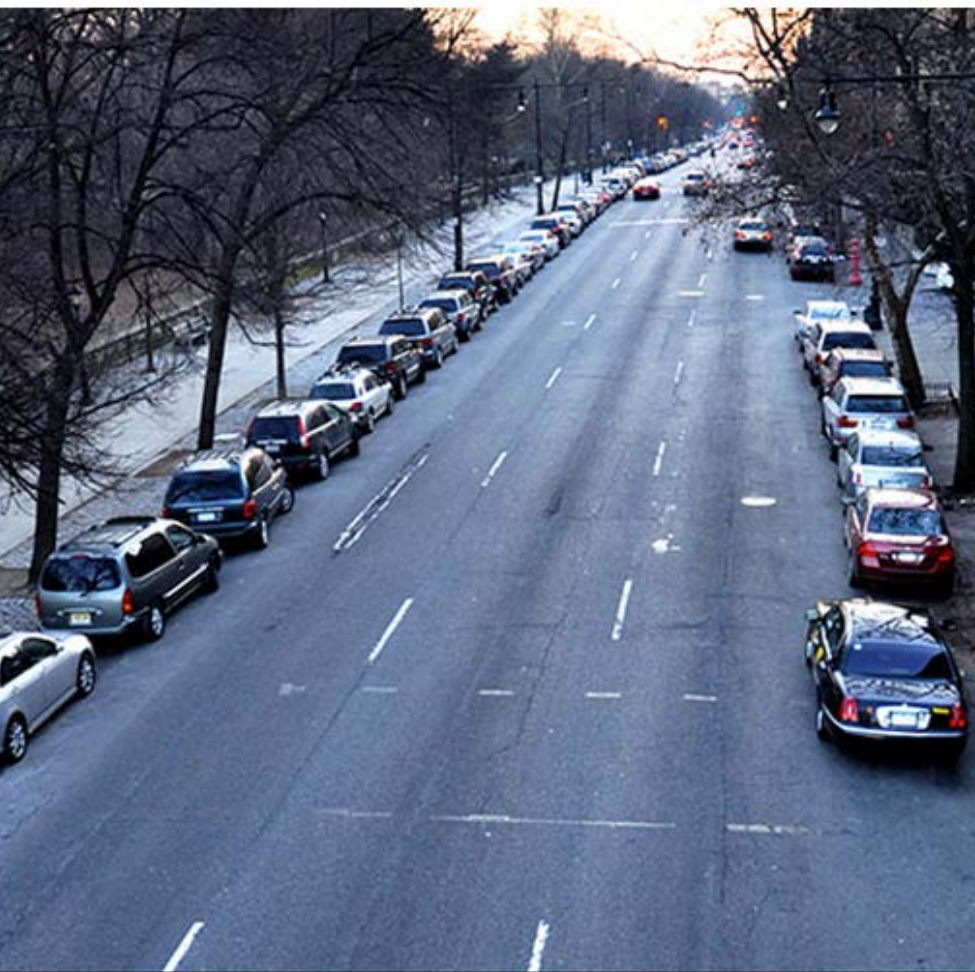
STOP



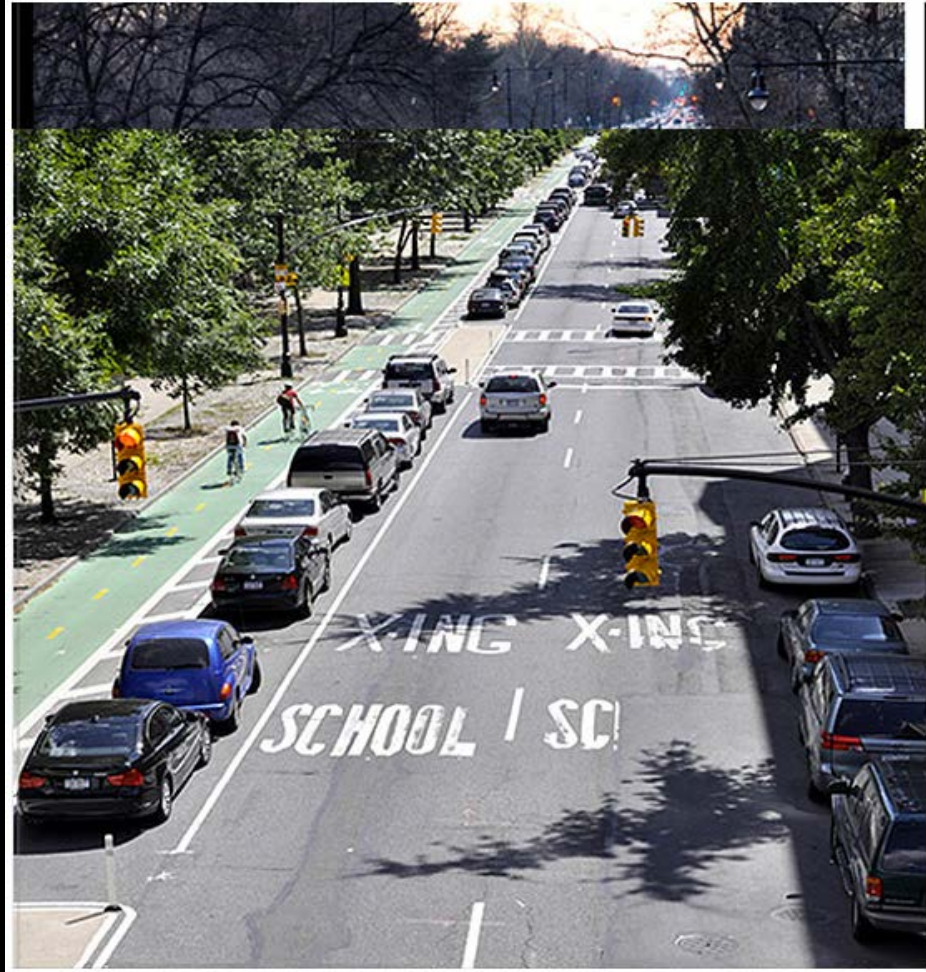
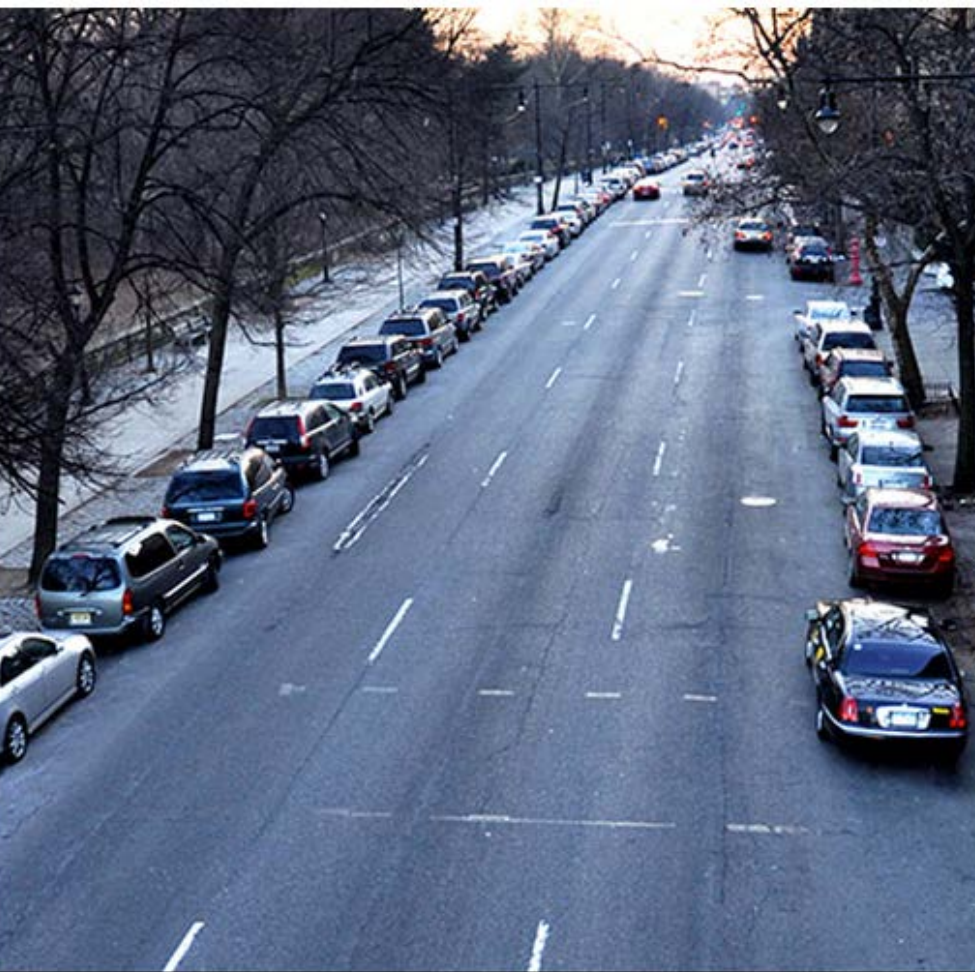




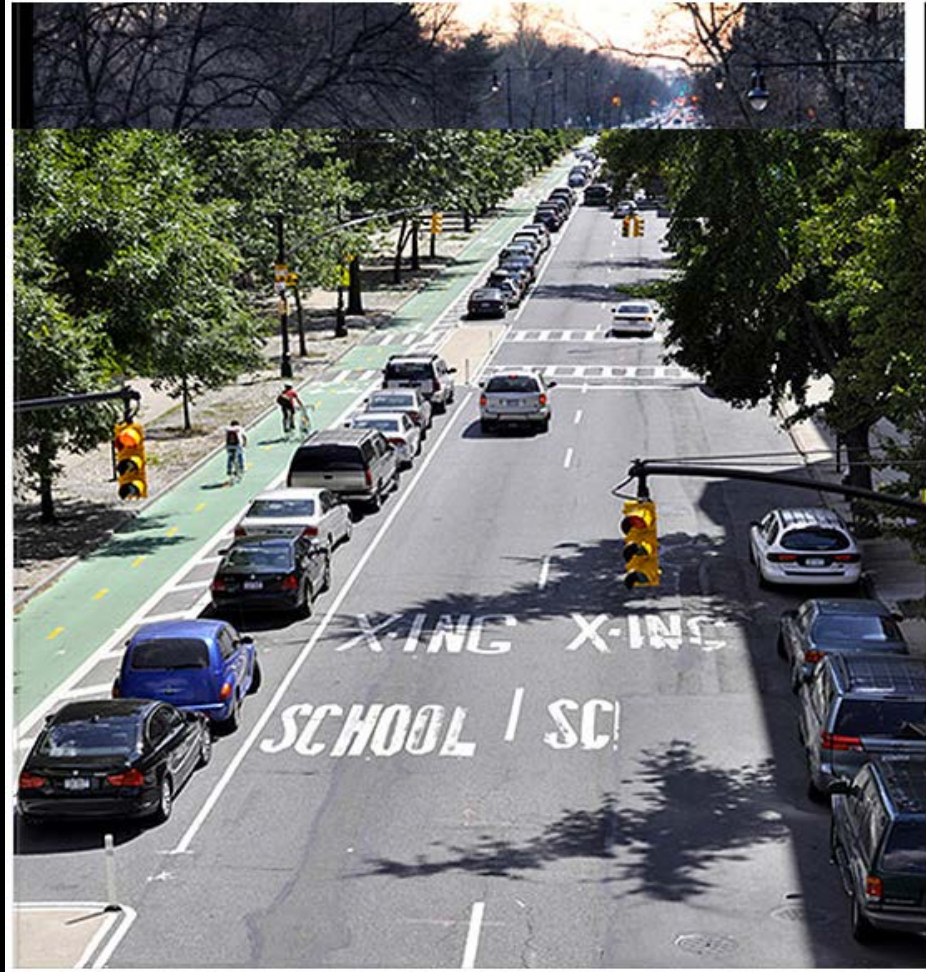
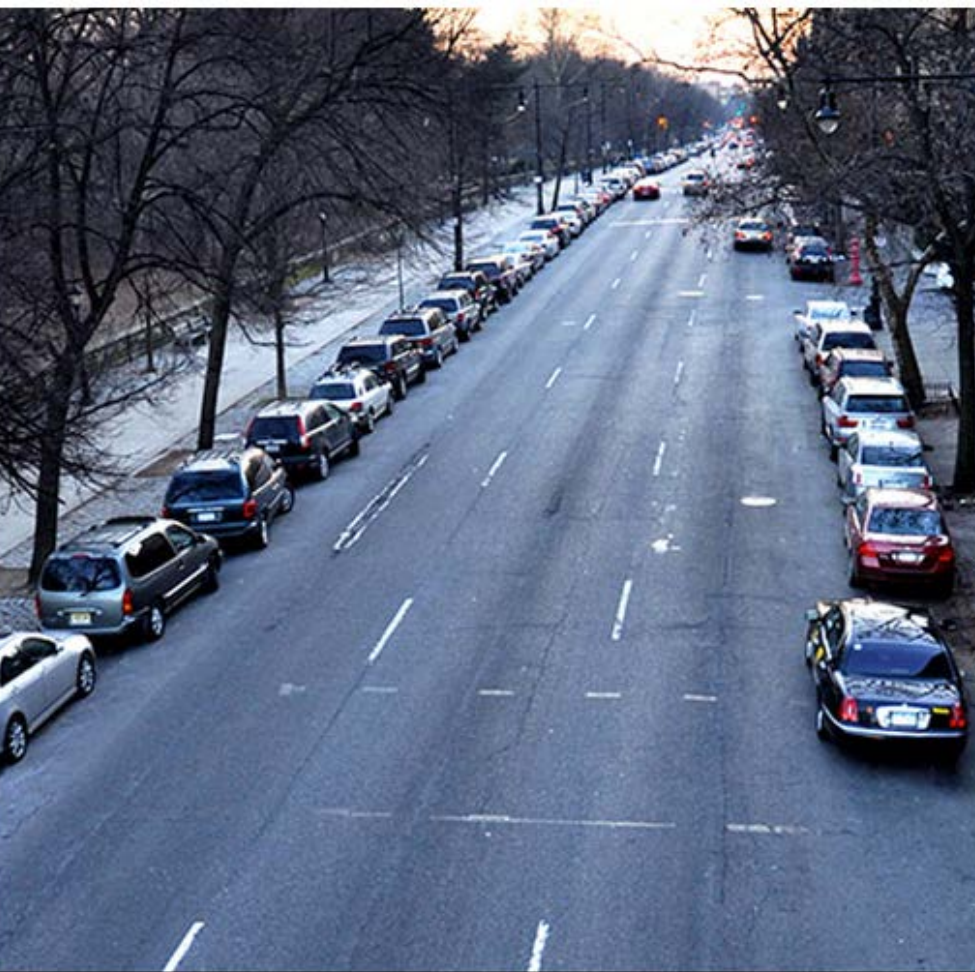




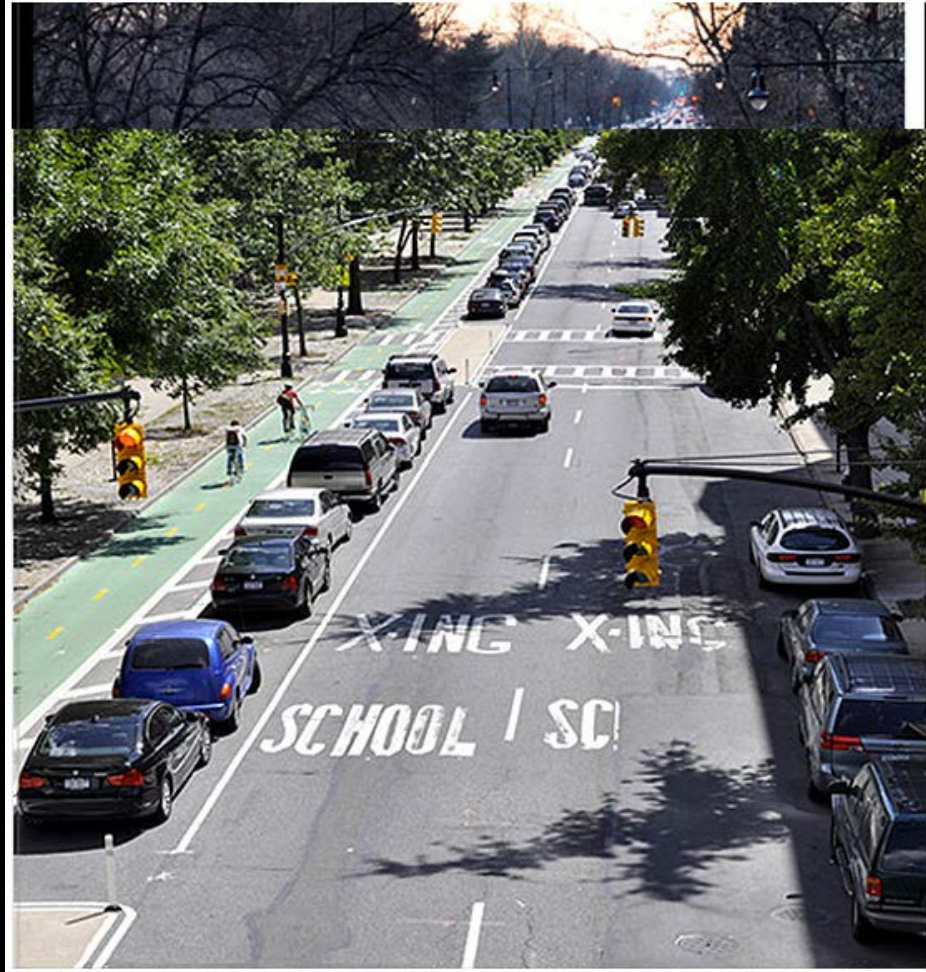
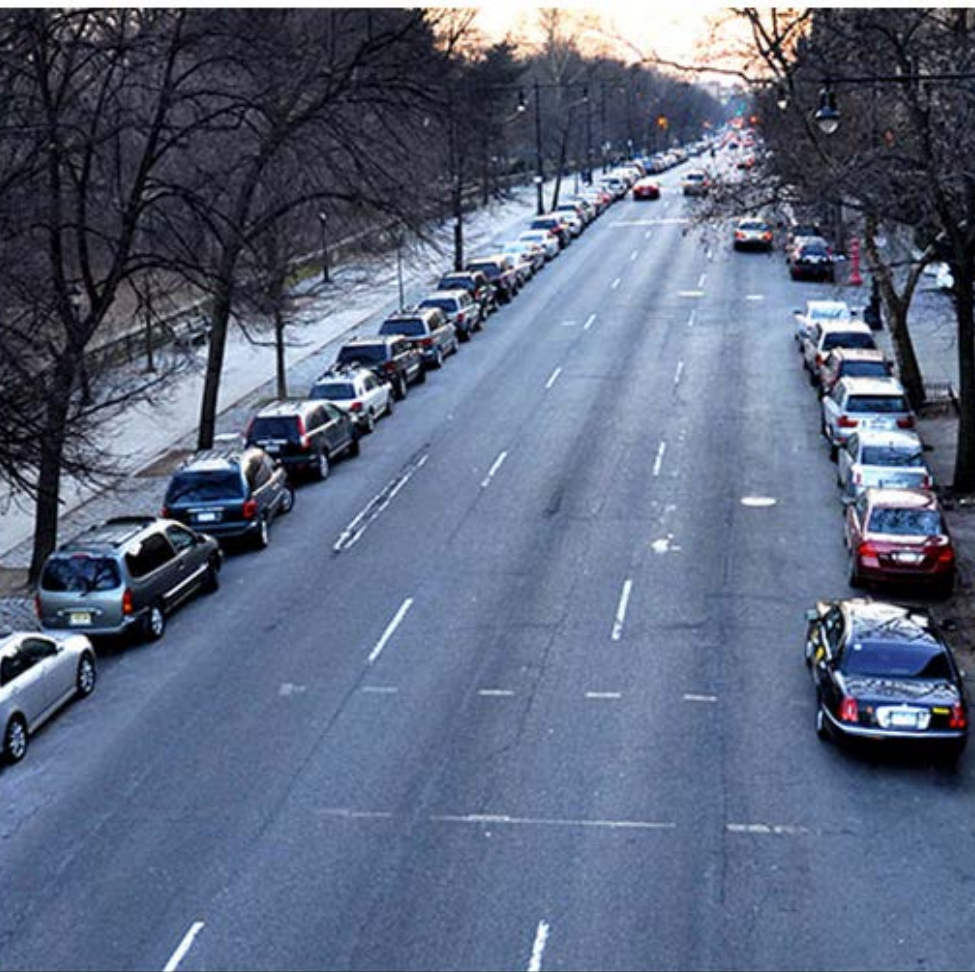
OR CYCLISTS: TRIPLED



OR CYCLISTS: TRIPLED
SPEEDING: 75% → 17%



OR CYCLISTS: TRIPLED
SPEEDING: 75% → 17%
INJURY CRASHES DOWN 63%



OR CYCLISTS: TRIPLED
SPEEDING: 75% → 17%
INJURY CRASHES DOWN 63%
CAR VOLUME, TRIP TIMES: UNCHANGED





FedEx

Ground

7748
GO EVERY LANE IS A BIKE LANE

Bike Lane Group

(818) 771-4350

servicegroup.com

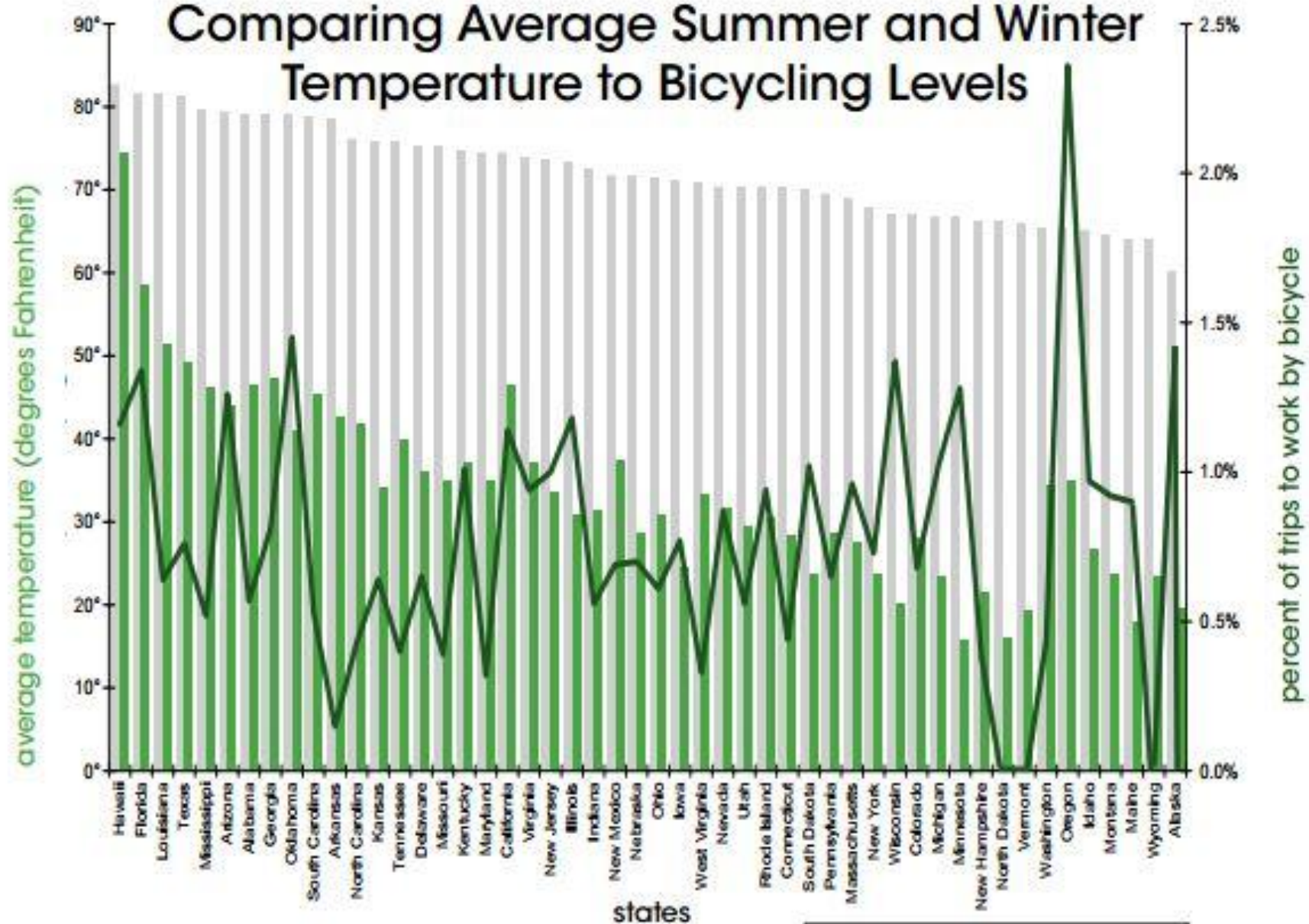


CHADO TEA ROOM

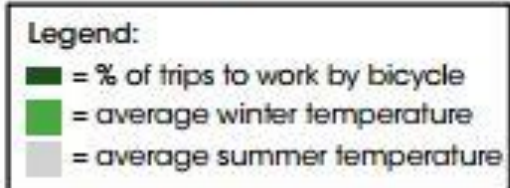




Comparing Average Summer and Winter Temperature to Bicycling Levels



Sources: ACS 2005, USHCN 2004-2006



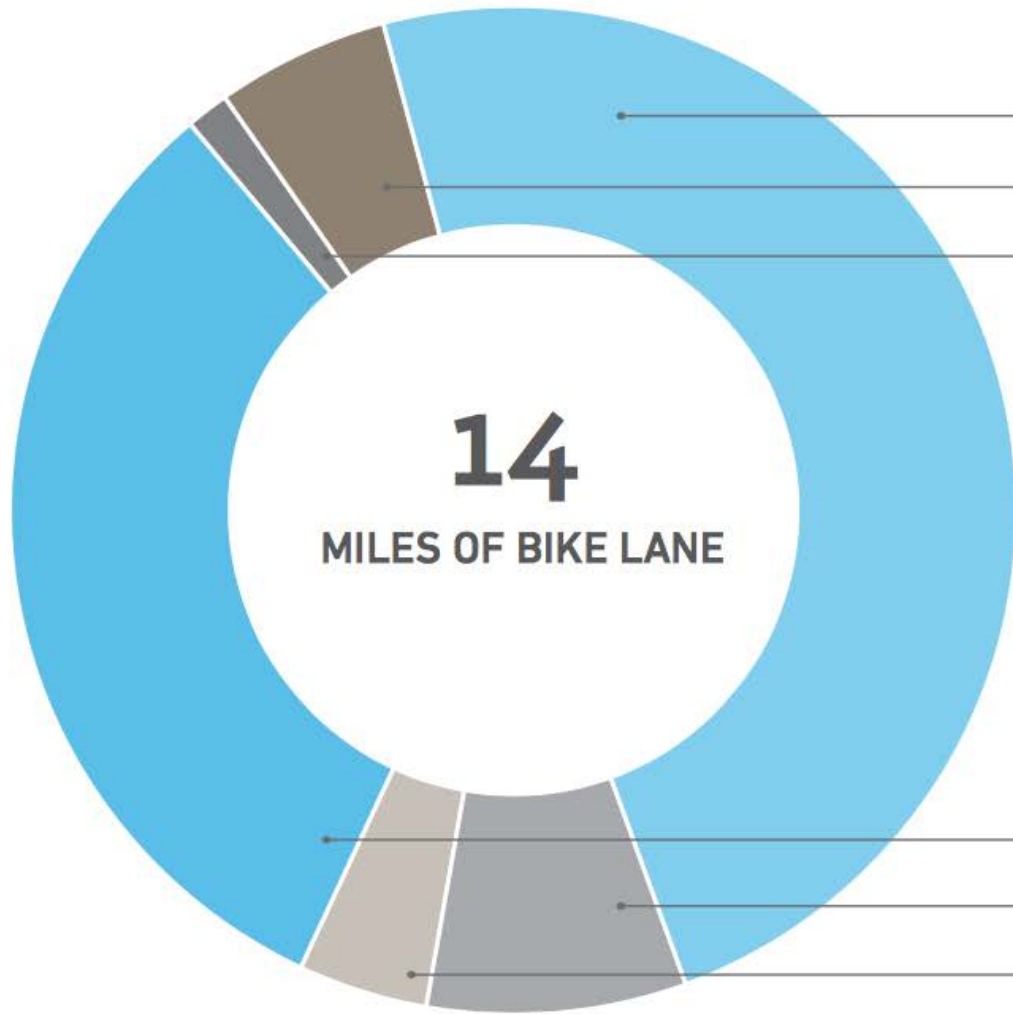
DENVER TECH COMPANIES: 'THE NO. 1 THING THEY WANT IS BIKE LANES'

October 31, 2013

Michael Andersen, Green Lane Project staff writer



Bikeability: Denver's new economic development tool. Photo by Andrew Catellier ([Flickr](#)).



14
MILES OF BIKE LANE

CORKTOWN 7 MILES

WOODBIDGE 1.1 MILES

RIVERTOWN 0.5 MILES

MIDTOWN 4.5 MILES

EASTERN MARKET 0.5 MILES

LAFAYETTE PARK 0.5 MILES



Walk for
WATER'S EDGE
www.watersedge.org

DEQUINDRE TRAIL

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2nd Ave

©2015 Google

©2015 Google





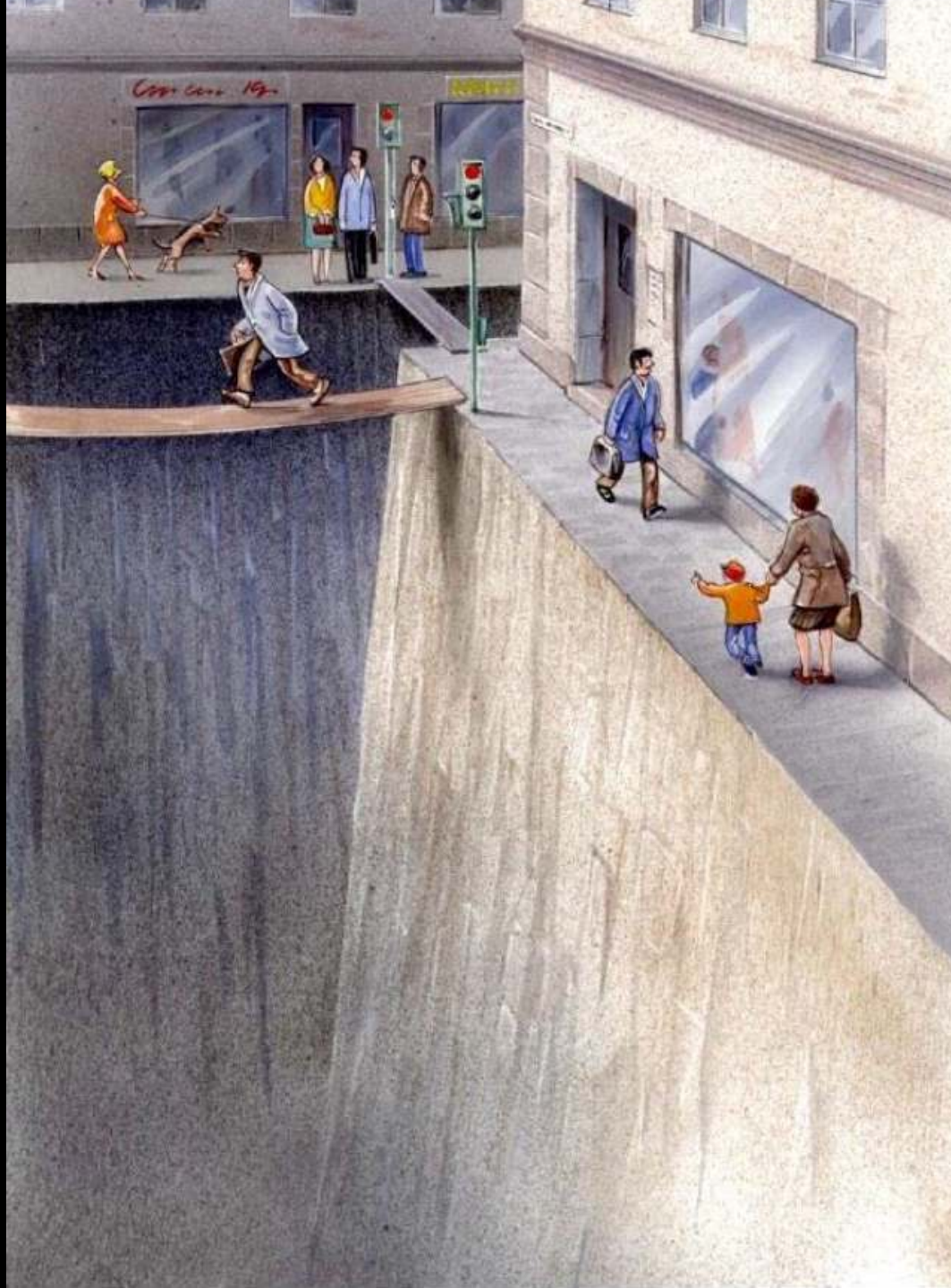












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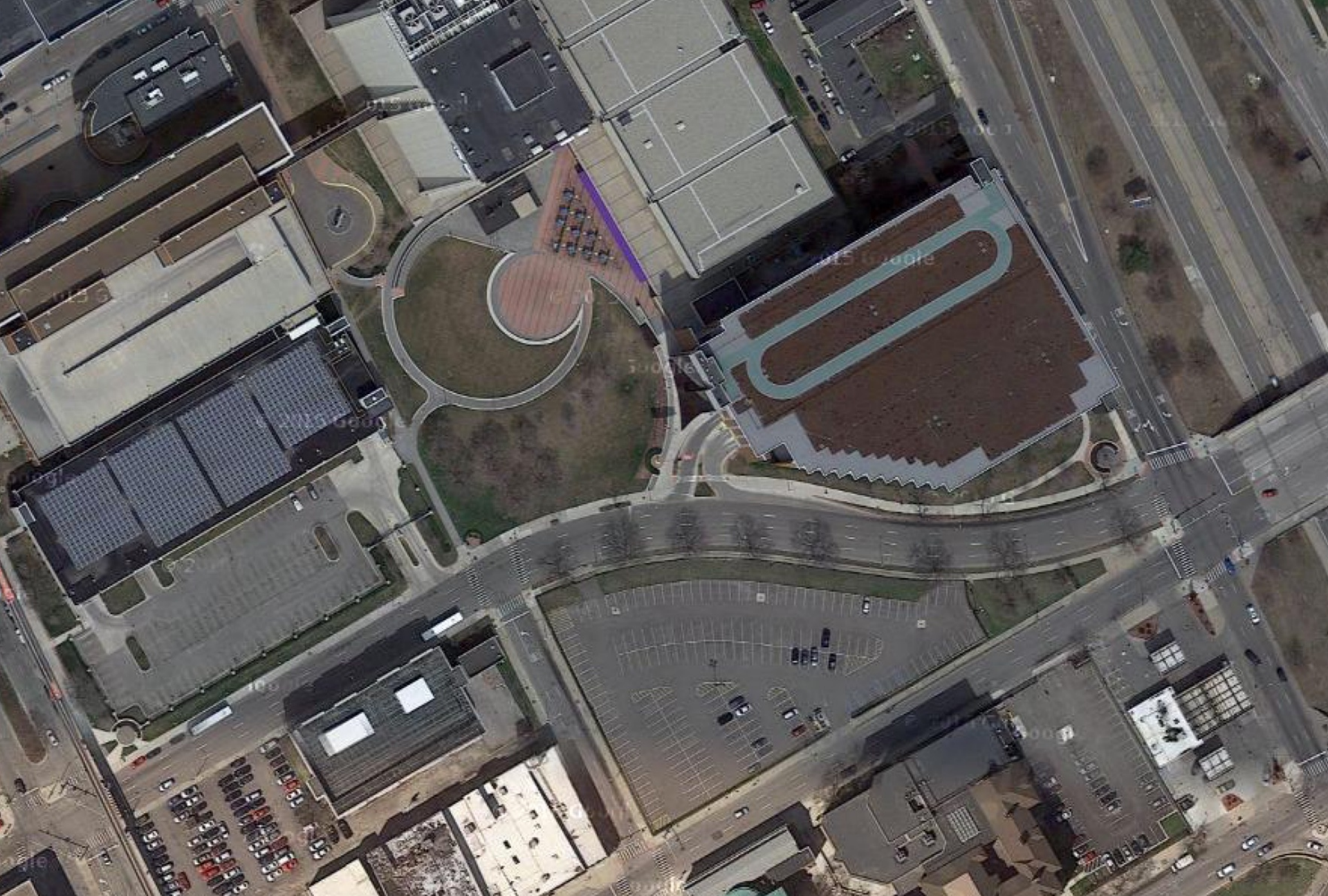
Madison St

Design challenges leave passers-by passing CityCenter by



STEVE MARCUS

Some say the entrance to CityCenter is not inviting to pedestrians.





E Congress St



SOFT DRINKS
Only at 7-Eleven





STOP

ALL WAY

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541-555-1234

Famous Place

Bell's FUNK

PERSAUD ET. AL.

***CRASH REDUCTIONS RELATED
TO TRAFFIC SIGNAL
REMOVAL IN PHILADELPHIA,
1997***

PERSAUD ET. AL.

1972

472 SIGNALS REMOVED

PERSAUD ET. AL.

1972

472 SIGNALS REMOVED

DATA COLLECTED ON 199

PERSAUD ET. AL.

1972

472 SIGNALS REMOVED

DATA COLLECTED ON 199

CRASHES REDUCED 24%

PERSAUD ET. AL.

1972

472 SIGNALS REMOVED

DATA COLLECTED ON 199

CRASHES REDUCED 24%

SEVERE INJURY CRASHES

REDUCED 63 %

PERSAUD ET. AL.

1972

472 SIGNALS REMOVED

DATA COLLECTED ON 199

CRASHES REDUCED 24%

SEVERE INJURY CRASHES

REDUCED 63 %

SEVERE PED INJURY CRASHES

REDUCED 68%

PERSAUD ET. AL.

“Traffic engineers in Philadelphia believe that the safety benefit stems from elimination of the local habit of speeding up to beat the red.”



STOP

HAMMER
TIME!

ALL WAY

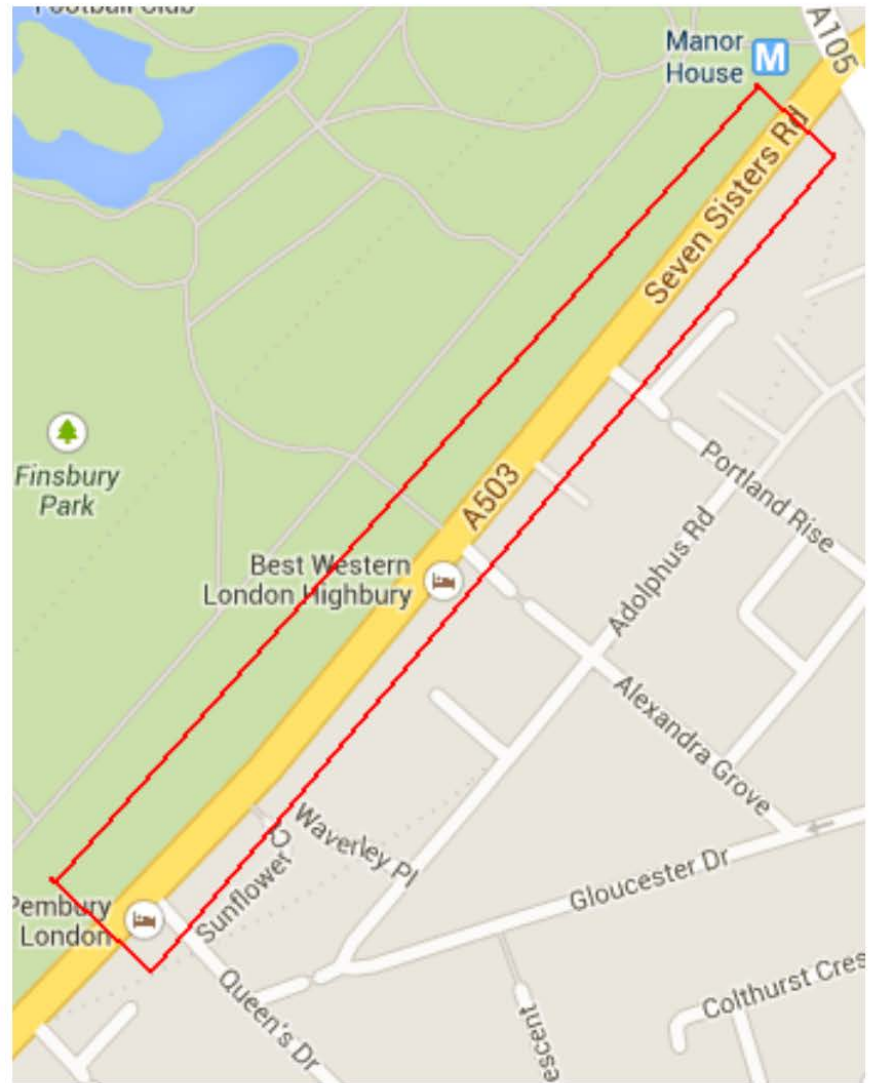
Before



After



Location





Friday, August 15, 2014

24 Comments

Removing Center Lines Reduced Speeding on London Streets

by [Angie Schmitt](#)

		Corrected change in average speed (mph)
Seven Sisters Road	N/bound	- 7.0
	S/bound	- 8.6
Wickham Road	E/bound	- 7.4
	W/bound	- 7.5
Brighton Road	N/bound	- 5.6
	S/bound	- 5.4

Traffic speeds slowed after London resurfaced three streets and didn't restore center lines, even though resurfacing alone was shown to increase average speeds. Graphic: Transport for London

7 MPH

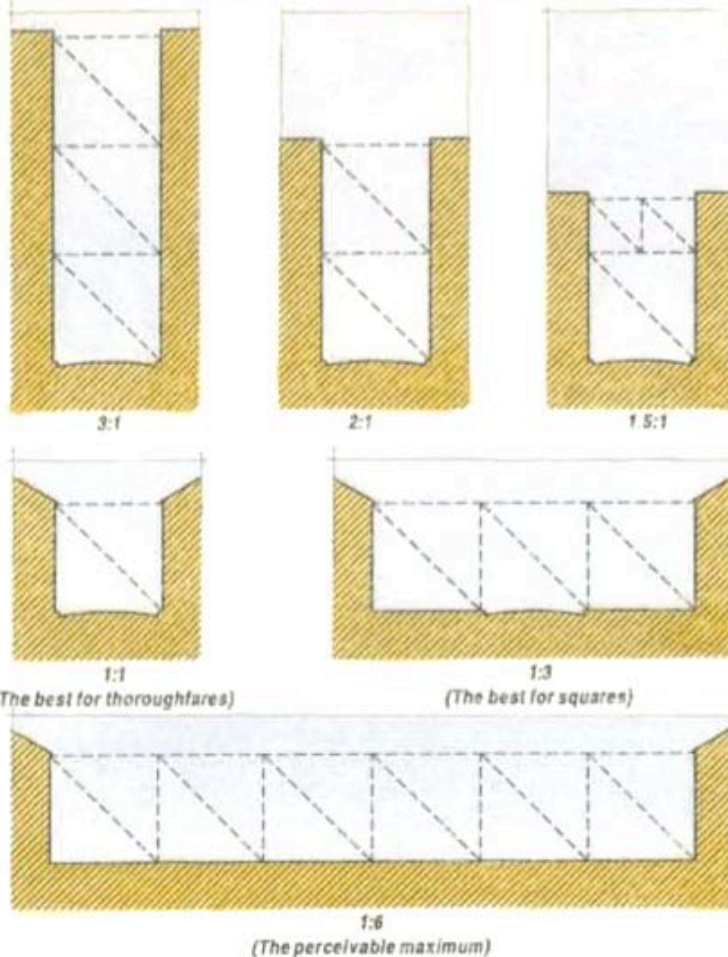


HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**
- **A SAFE WALK**
- **A COMFORTABLE WALK**

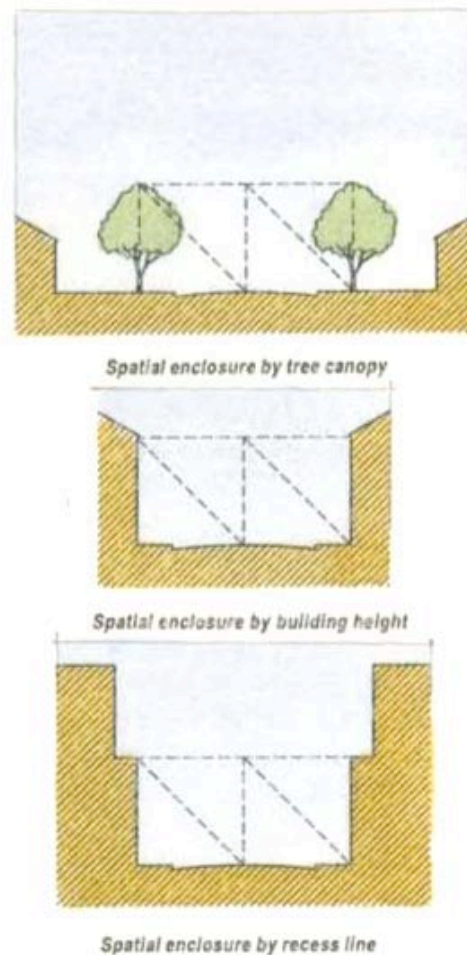


SPATIAL DEFINITION BY HEIGHT-TO-WIDTH RATIO



- **Spatial Definition:** the fabric achieved when adjoining facades are aligned in a coherent manner, and the defined space does not exceed a certain height-to-width ratio.
- **Height-to-Width Ratio:** the proportion of spatial enclosure related to the physiology of the human eye. If the width of space is such that the cone of vision encompasses less street wall than open sky, the degree of spatial enclosure is slight. As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. See: **Sense of Place**

SPATIAL DEFINITION IN SECTION



- **Spatial Enclosure:** the defining elements of a public space provided by facades with disciplined tree planting as an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that exceed the maximum height-to-width ratios.
- **Enclosure:** a physical attribute of thoroughfares and open spaces, contributing to a sense of place. Enclosure of the public realm involves the definition of the public space by frontages as a room is defined by its walls. Controlling the degree of enclosure is one of the principal variables in the creation of an urban-to-rural transect. Enclosure is adjusted through the selection of frontage types or by a build-to line specifying the minimum building frontage and the minimum building height.

Done



34 Likes 17 Comments













HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**
- **A SAFE WALK**
- **A COMFORTABLE WALK**
- **AN INTERESTING WALK**



A photograph of a building's exterior. The top portion shows a window with a dark frame and a reflection of a structure. Below the window is a dark, horizontal sign with the text "COLLEGE OF ARCHITECTURE" in white, uppercase letters. The sign is mounted on a light-colored brick wall.

COLLEGE OF ARCHITECTURE





7 STREET

WELCOME TO MIAMI BEACH
VISIT MIAMI BEACH
VISIT MIAMI BEACH

MIAMI BEACH COURSE OF GOLF













HOW DO YOU GET PEOPLE TO WALK?

- **A REASON TO WALK**
- **A SAFE WALK**
- **A COMFORTABLE WALK**
- **AN INTERESTING WALK**



An aerial photograph of a city street featuring a prominent white-striped crosswalk. Several pedestrians are captured in motion across the crosswalk, including a person with a blue umbrella, a person on a bicycle, and a person pushing a stroller. A yellow taxi is partially visible in the upper right corner. The scene is brightly lit, casting long shadows from the people and the taxi onto the asphalt.

WALKABLE CITY

HOW DOWNTOWN
CAN SAVE AMERICA,
ONE STEP AT A TIME

JEFF SPECK

COAUTHOR OF *SUBURBAN NATION*



10TH ANNIVERSARY EDITION *With a new preface by the authors*

SUBURBAN NATION

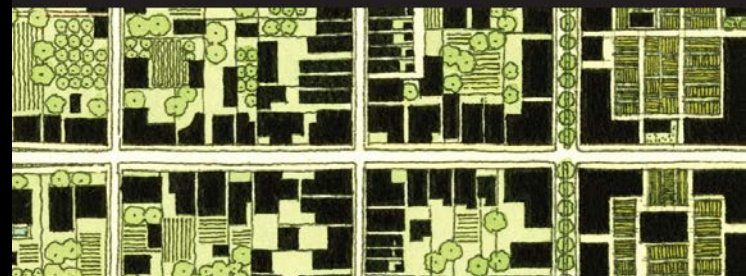
The Rise of Sprawl and the Decline of the American Dream

"Dissects the physical design of the suburbs brilliantly . . . [The authors] set forth more clearly than anyone has done in our time the elements of good town planning." —Paul Goldberger, *The New Yorker*

Andres Duany, Elizabeth Plater-Zyberk, and Jeff Speck



The Smart Growth Manual



From the authors of *Suburban Nation*

Andres Duany
and Jeff Speck
with Mike Lydon

Harvard University Graduate School of Design COMMENCEMENT

2014

It is exhilarating to witness the results of a great year of inspiring work at the GSD. Each project by a graduating student is the outcome of multiple layers of research and investigation carried out through studio, seminar, and thesis explorations of wide-ranging domains of knowledge. The juxtaposition of these works, with their diversity of positions, forms, and geographies, offers a dynamic environment that can be both better. Working at scales from the local to the global, these projects have the potential to impact the built environment and beyond, these projects are the attainment of remarkable achievement and across disciplines. The result is a rich and collective impact on the world's most important issues.



JUNE 23 – 24, 2016



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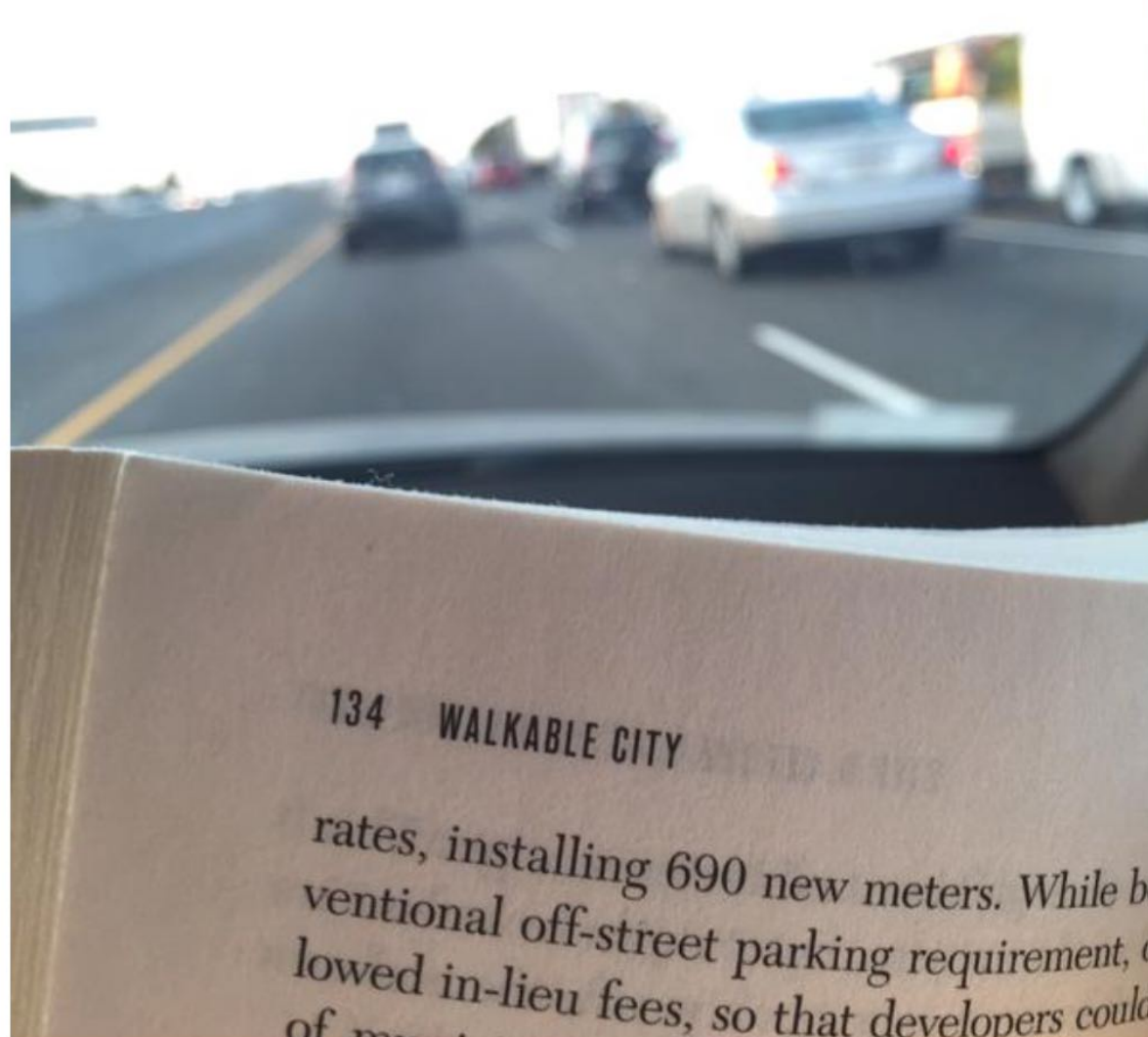


JUNE 23 – 24, 2016



Daniela @citizen_dani · 3h

reading [#walkablecity](#) by [@JeffSpeckAICP](#) as I commute 1.25 hr home in carpool lane traffic [#irony](#)



6:06 PM - 14 Oct 2015 · Details



ENJOY
CNU