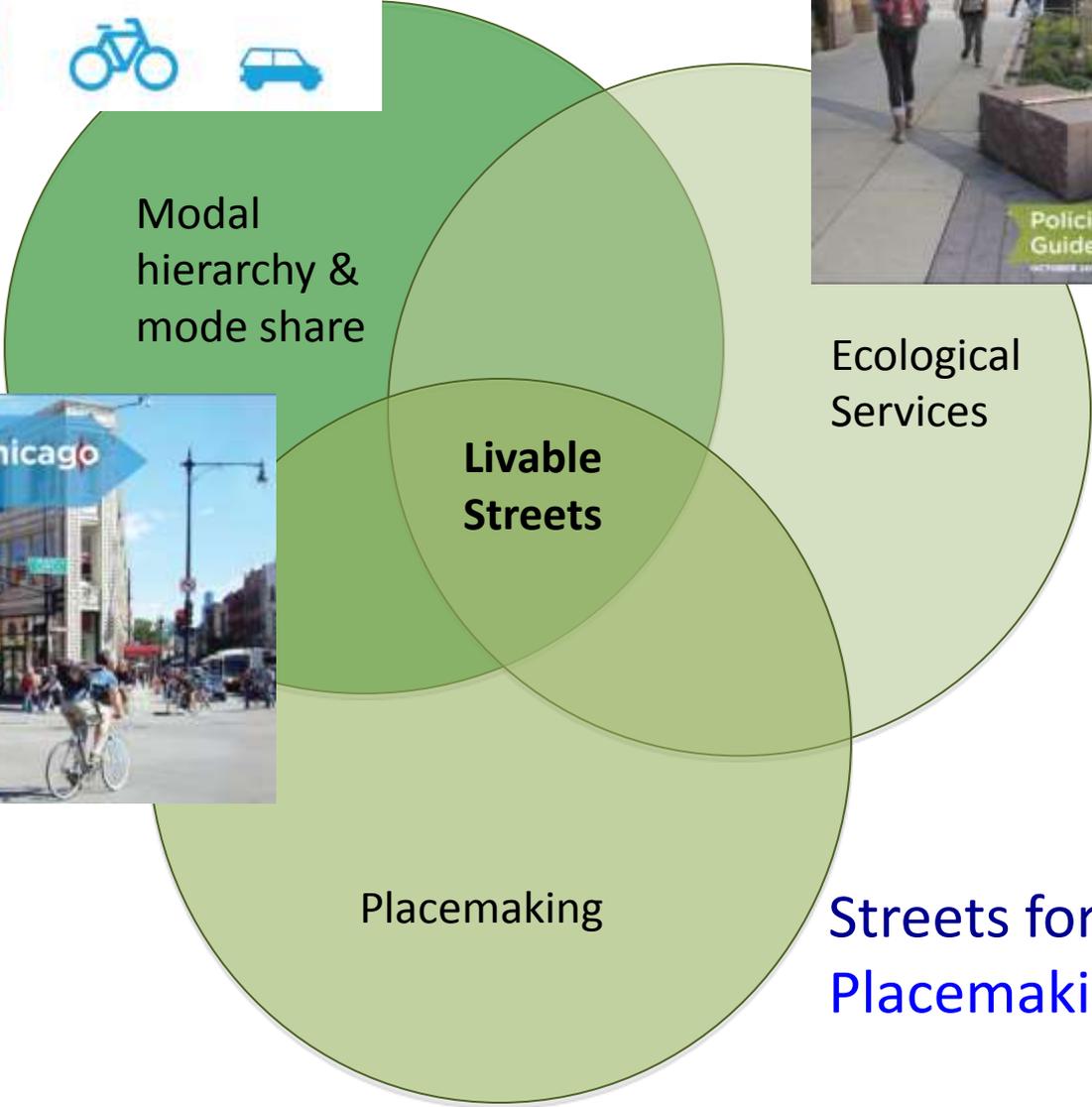
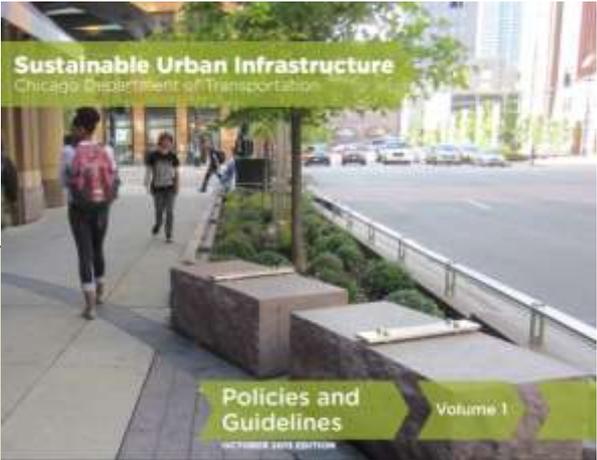
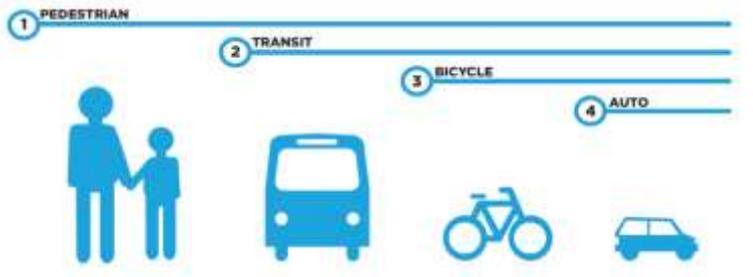




Building the Street of the Future: **Argyle Shared Street**

NACTO - Designing Cities
October 25, 2014

Hannah Higgins, ASLA



Streets for People:
Placemaking Guide



ARGYLE STREET STREETScape



EXISTING CONDITIONS

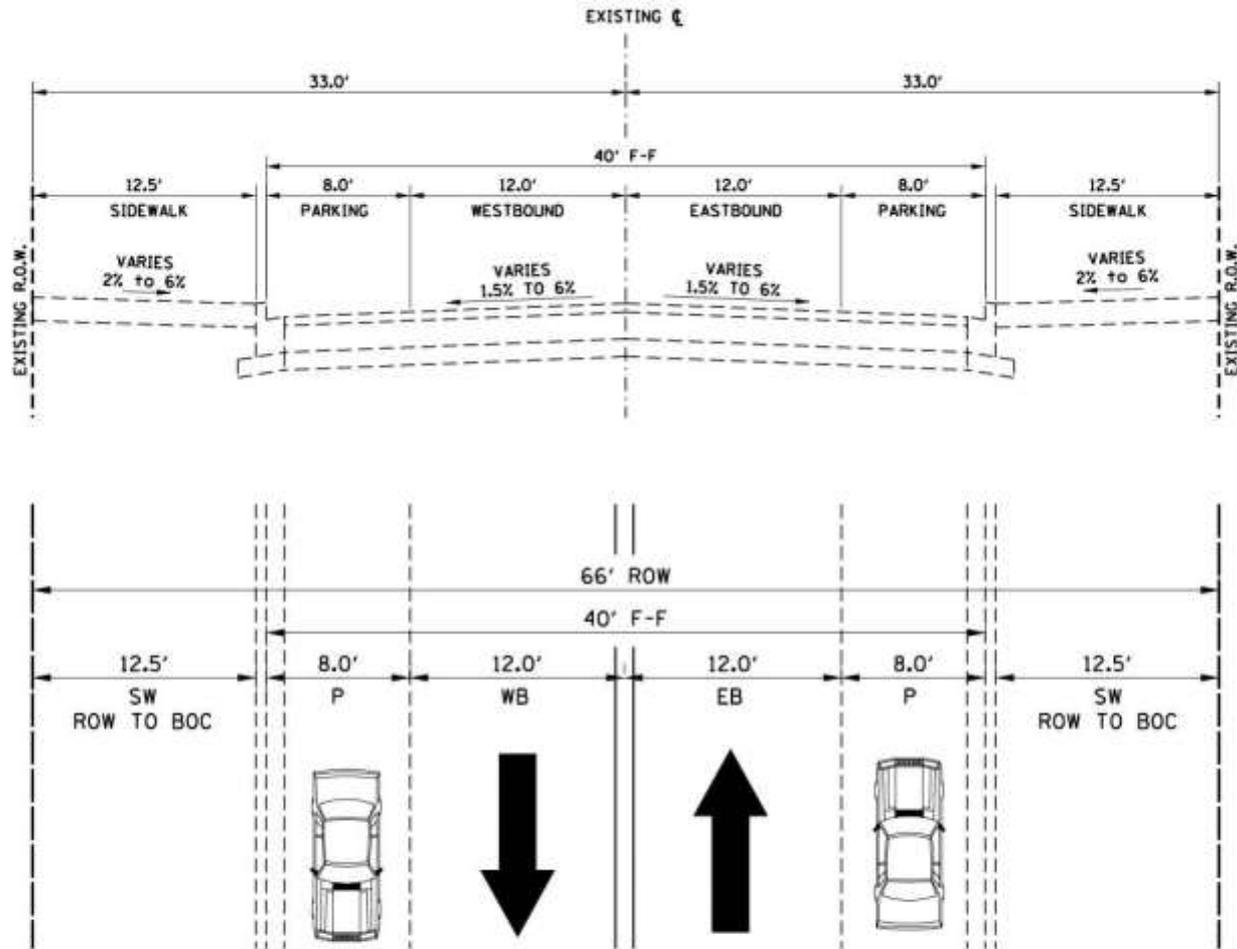
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EXISTING CROSS SECTION



PROJECT GOALS

- 1 Improve infrastructure by creating a cohesive and flexible streetscape plan within funding limitations
- 2 Support existing Argyle St. merchants and their customers and bolster Argyle St. as a regional business destination
- 3 Brand Argyle St. business district and develop community identification
- 4 Implement streetscape and infrastructure elements that increase public safety and deter negative activity
- 5 Provide a complete and shared street that benefits the flow of pedestrian, vehicular and bike traffic equally



GOALS

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CATALYST

WHAT IS A SHARED STREET?

“Shared Space is more a way of thinking than it is a design concept. It is most readily recognized as a street space where all traffic control devices such as signals and stop signs, all markings such as crosswalks, and all signing have been removed. Curbing is removed to blur the lines between sidewalks and motorized travel way. The philosophy is that absence of all of those features forces all users of the space — from pedestrians to drivers — to negotiate passage through the space via eye contact and person to person negotiation.”

- Gary Toth, Aug. 17, 2009 <http://www.pps.org/blog/shared-space>

DESIGN ELEMENTS

- Speeds less than 15 mph
- Blurred lines between pedestrian and vehicular spaces
- Removal of barrier curbs

BENEFITS

- Kensington High Street in London showed a 43% decrease in casualties/injuries over a two year period after converted to a Shared Street
- Increased safety through individual responsibility
- Expansion of Public Urban Space
- Increased pedestrian and bicycle traffic
- Drivers are fourteen times more likely to give-way to pedestrians
- Promotes economic development
- Flexible for street fairs, markets, parades
- Promotes safe and comfortable outdoor cafe space





New Road - Brighton, England

Allen Street - Buffalo, New York

King Street - Kitchener, Ontario

SHARED STREET CASE STUDIES

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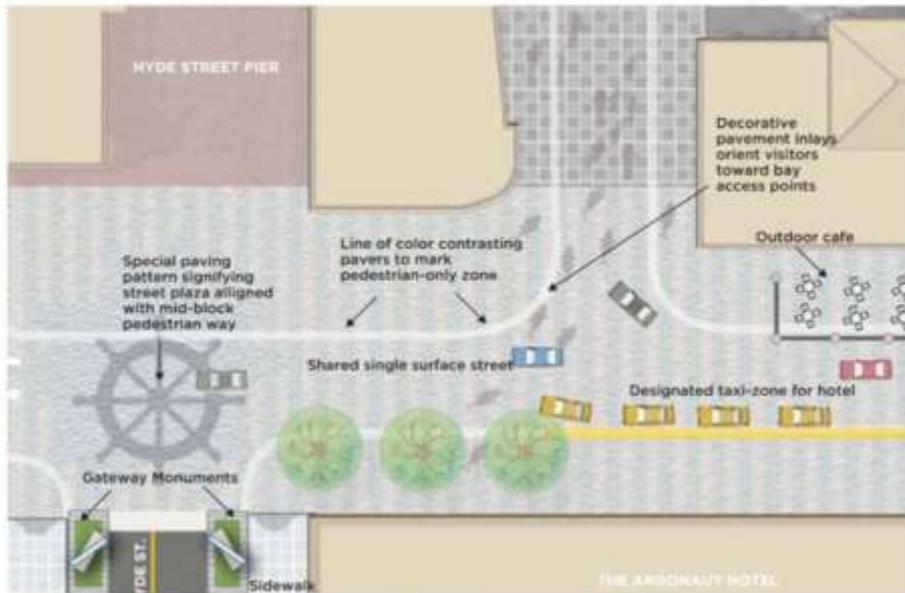
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Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)

Public Rights-of-way Accessibility Guidelines (PROWAG)

Coordination with MOPD

Review of Existing Shared Streets in Other Cities:

San Francisco - Shared Public Ways

- Jefferson Street - "The Mayor's Office of Disabilities has been working with Lighthouse for the Blind and other disabilities advocacy groups to come up with solutions for visually impaired street users that meet ADA guidelines and also account for streets with less rigid divisions between elements. Central delineators, or slightly raised and beveled street pavers, [...] define the boundary between pedestrian safe zones on the street and sections where cars will drive."

Boston, Massachusetts - Shared Streets

- Included in the Boston Complete Streets Guidelines.
- No specific guidelines for ADA or visual/tactile cues.

Cambridge, Massachusetts

- Includes a 2' stretch truncated domes at the entrances to the shared streets.

Auckland, New Zealand

- Responded to disability groups' concerns by ensuring that a strip of "accessible zone" would be retained in the design. This strip is made off limits to vehicles by strategically placed street furniture, while the building edge and paving strips provide guidance to vision-impaired people.



Shared Streets

Overview

A shared street is a street with a single grade or surface that is shared by people using all modes of travel at slow speeds. Curb areas are removed, and the sidewalk is shared with the roadway. Spaces are wide enough to allow for pedestrians to stroll with dogs, roller skates, scooters, and strollers. Shared streets can support a variety of activities, including work, recreation, and social gathering. They are often used for people who can slow down to enjoy the public realm, and create an environment where everyone enjoys play, recreation due to the enjoyment of people.

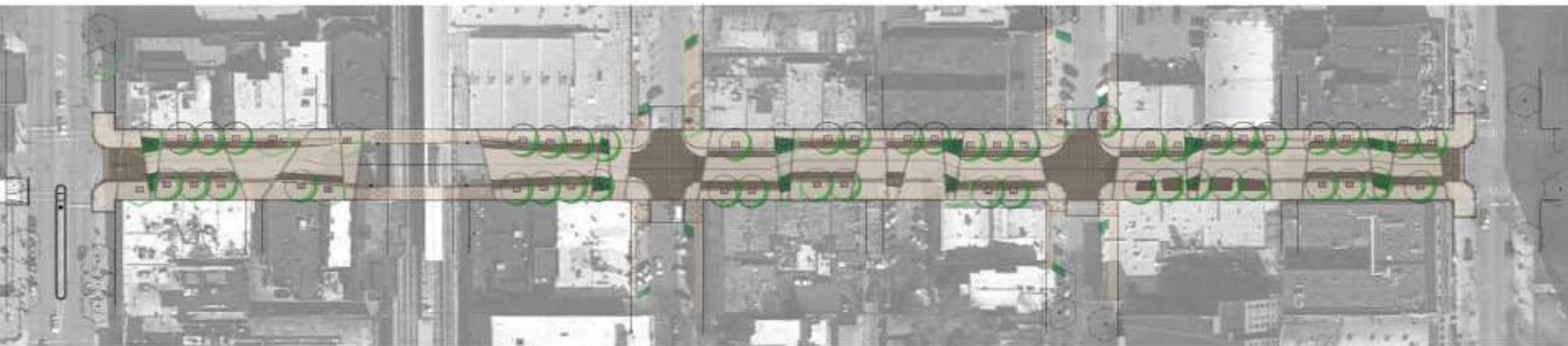
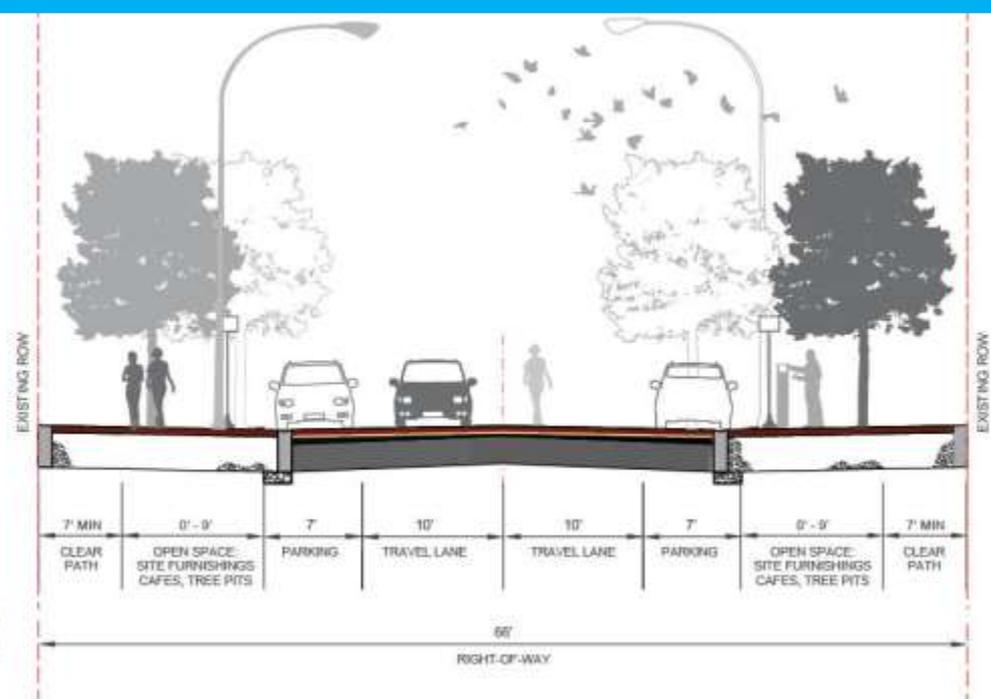
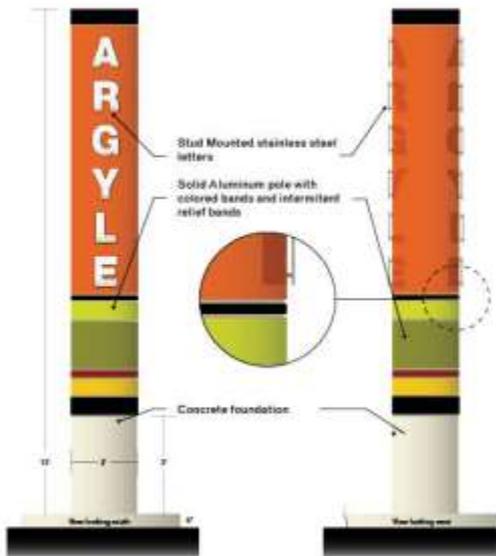
When designing shared streets, special consideration must be given to accommodating pedestrians with disabilities. Because shared streets are at the grade, travelers can rely on shared landmarks such as benches, planters, street lights, and benches can be strategically placed to define edges. Paved streets are often surfaced with pavers or other types of permeable surface materials.

Check: The primary design consideration for shared streets is maintaining clear, unobstructed space for more than 10 feet in width to allow for people to walk with strollers and other networks. A research note is also shared to show better walking. Check for other pedestrian regulations that may apply along the length of the street, and can be shared with trees, benches, parking, play areas, and parking areas that are not used in an obstructing pattern to pedestrian flow. Traffic, shared streets may require access to public or related permit use by trees, commercial vehicles, and buses. They may also incorporate regulatory measures. For more information on regulations, see Chapter 3, Rules, Design/Construction of Shared Streets.

Example Streets

- Major Street (Boston)
- Civic Street (Portland)

ADA GUIDELINES / RESEARCH



ARGYLE SHARED STREET

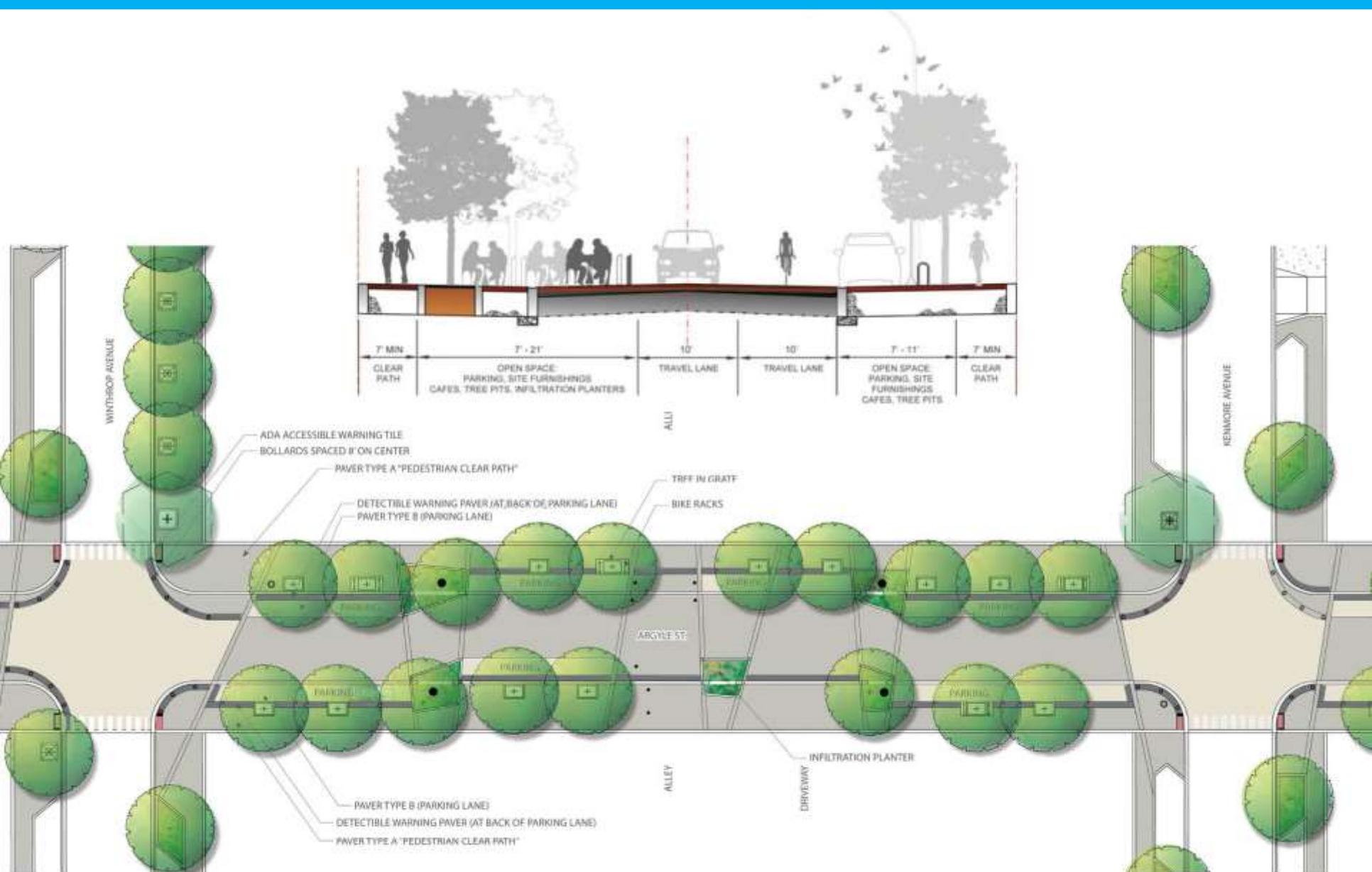
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PLACEMAKING

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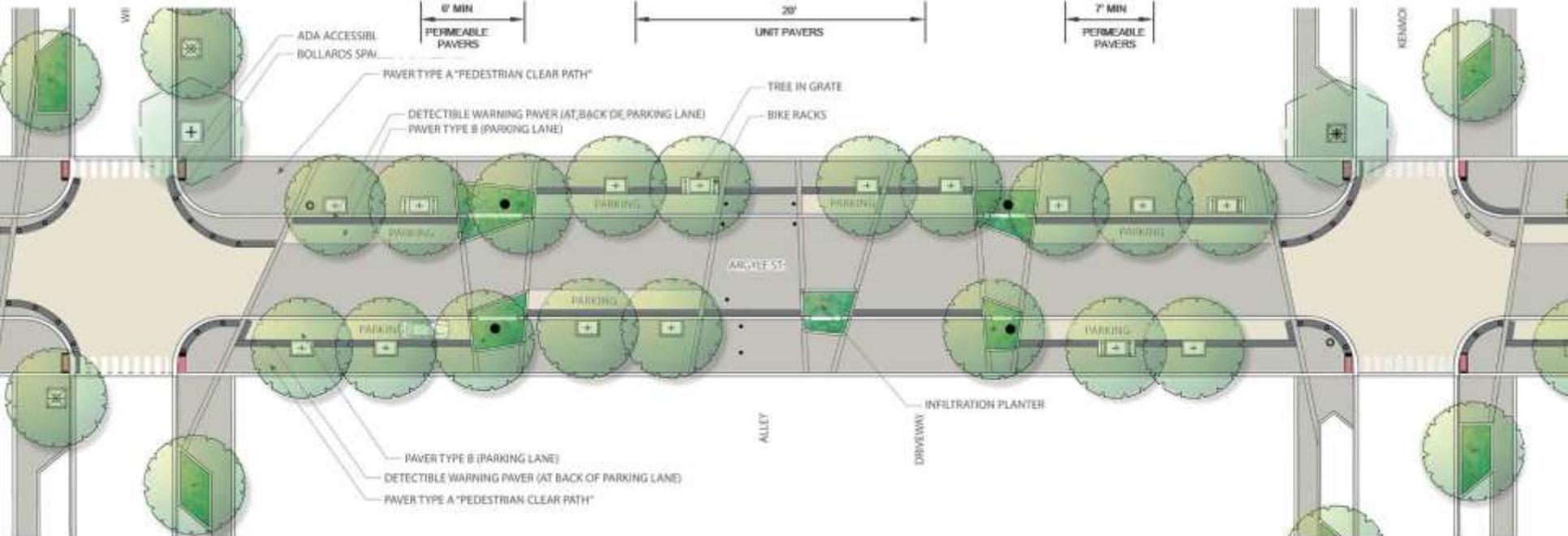
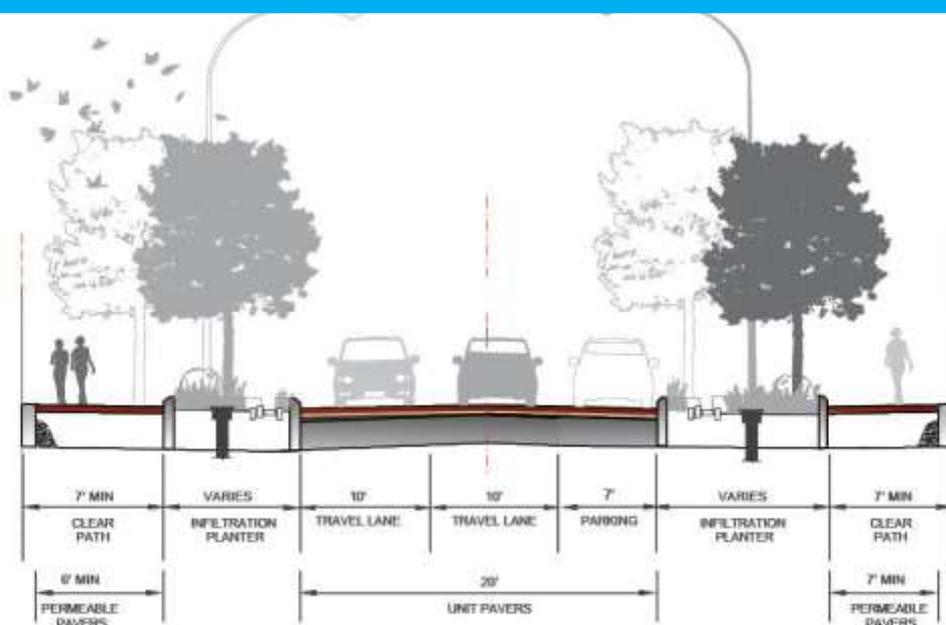
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ECOLOGICAL SERVICES

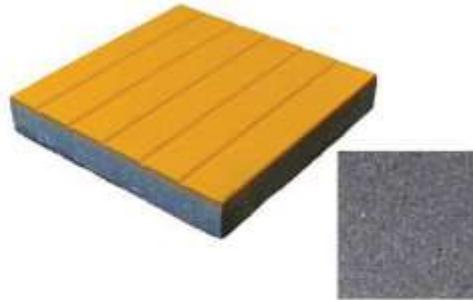
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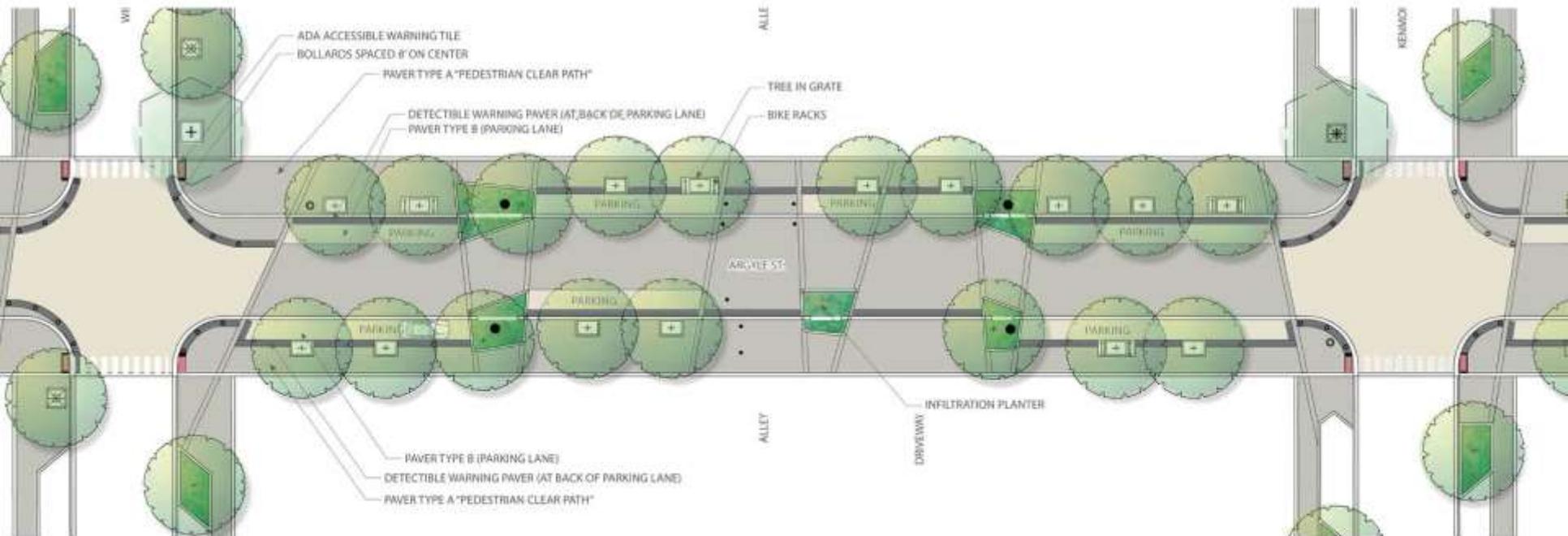


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GRAY 24" WIDE DETECTIBLE WARNING PAVER



MODE SHARE

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What are other cities doing regarding Ordinances and Legal Requirements?

Portland, Oregon - Out of the Mud Initiative (2012)

- Ordinance proposed and approved by City Council that included the following language:
“When appropriately designed a narrow shared roadway allows for all modes, including pedestrians, to safely share the street without delineating a separate space for each... Examples of safe shared roadways are found throughout the world and have helped inform the work of the Bureau of Transportation on the Out of the Mud Initiative”¹

Netherlands - Woonerfs (1976)

- Granted legal status by Royal Decree
“Stipulating that pedestrians may use the full space of any street designated as a woonerf and that vehicles must not travel at speeds exceeding walking pace”²

Cambridge, Massachusetts

- Traffic Director has the authority to issue regulations without going through City Council.
Sec. 9.29 SHARED STREET (excerpt)
(b) All public right-of-ways defined as a “Shared Street” shall operate in the following manner.
 - (1) All types of motorized vehicles and non-motorized vehicles including bicycles must yield to pedestrians.
 - (2) All types of motorized vehicles and non-motorized vehicles including bicycles shall use caution and travel at a speed that ensures pedestrian safety. A speed greater than 10 miles per hour is considered hazardous to pedestrians.

Boulder, Colorado - Pearl Street Pedestrian Mall (1989/2008) 7-4-51. Vehicle on Mall Prohibited.

- (a) No person shall drive or operate any motor vehicle, moped or animal-drawn vehicle on the mall except:
 - (1) Authorized emergency vehicles responding to an emergency or on other official business;
 - (2) Vehicles making deliveries to properties abutting the mall that cannot accept delivery in any other reasonable manner, but no such deliveries shall be made between the hours of 10:00 a.m. and 4:00 p.m.;
 - (3) Vehicles used in the construction, operation or maintenance of the mall; or
 - (4) Vehicles that have a permit issued by the city manager, who is authorized to issue the same for a period not to exceed forty-eight hours if the presence of the applicant's vehicle is reasonable and necessary for a special activity authorized under chapter 4-11, “Mall Permits and Leases,” B.R.C. 1981.
- (b) No driver excepted from the prohibition of subsection (a) of this section shall drive on the mall unless:
 - (1) The speed does not exceed five miles per hour;
 - (2) The vehicle is operated in a manner that is careful and prudent for an area that is primarily for pedestrians; and
 - (3) Authorized emergency vehicles responding to emergencies have emergency lights or sirens in use in accordance with subsection 7-2-12(c), B.R.C. 1981, maintenance vehicles with special warning lights display them, and all other motor vehicles have emergency flashers in use.

¹ “Up Out of the Mud” Street by Street Initiative, City of Portland Oregon - <https://www.portlandoregon.gov/transportation/article/422120>

² “Rights of Way: Shared Streets and the Evolving Municipal Traffic Code” - urbanomnibus.net/2012/05/rights-of-way-shared-streets-and-the-evolving-municipal-traffic-code/

LEGAL

Building the Street of the Future: Argyle Shared Street

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