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

Edward Reiskin
Director, SFMTA
President, NACTO

SPUR
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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**

Speed

Mobility

Safety

**NOW**

Multi-Modal Options

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

Boston Complete Streets Guidelines, 2012

San Francisco Better Streets Plan, 2010
Urban Bikeway Design Guide
National Association of City Transportation Officials

Published March 2011
Second Edition Fall 2012

Urban Street Design Guide
National Association of City Transportation Officials

Published September 2013
Cycle Tracks
2009
Pre-NACTO Guide

*NACTO Members only*
Cycle Tracks
2014
Post-NACTO Guide

*NACTO Members only*
The Urban Street Design Guide
Six!principles!of!the!USDG!

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
Great Streets are Great for Business
Streets can be Changed
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.

3. 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 60-foot fire truck can make the turn without encroaching upon the sidewalk.
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 predominate 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.

   Vehicular congestion creates 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 carryaway. Special pavements, especially

4. **Commercial shared streets should be accessible** by single-unit trucks making deliveries. Where commercial alleys are nonexistent, 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...
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

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Implementing NACTO Principles in San Francisco
Improved Transit Reliability
Bicycle Network Safety Upgrades
Vision Zero Traffic Safety
Quick / Cost-Effective Improvements

- Advance Stop or Yield Lines / Red Visibility Curbs
- Leading Pedestrian Intervals
- Reduced Lane Widths
- Pedestrian Scrambles
- Signal Timing Changes
- Temporary Pedestrian Refuge Islands
- Continental Crosswalks
- Turn Prohibitions
- Temporary Corner Bulbs & Chokers
- Speed Humps
- Protected Left Turns
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