

NACTO Transit Street Design Training

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NACTO

January 29-30, 2019



Cities Leading Change



Cities Leading Change



Why NACTO?

- Sharing a Vision for Safe, Sustainable, & Equitable Transportation
- Closing the Guidance Gap
- Advancing the State of the Practice

A Vision for Urban Transportation

What is our business?



Mobility is ... Opportunity

The New York Times

TheUpshot

IMPORTANCE OF PLACE

Transportation Emerges as Crucial to Escaping Poverty

By [Mikayla Bouchard](#)

May 7, 2015

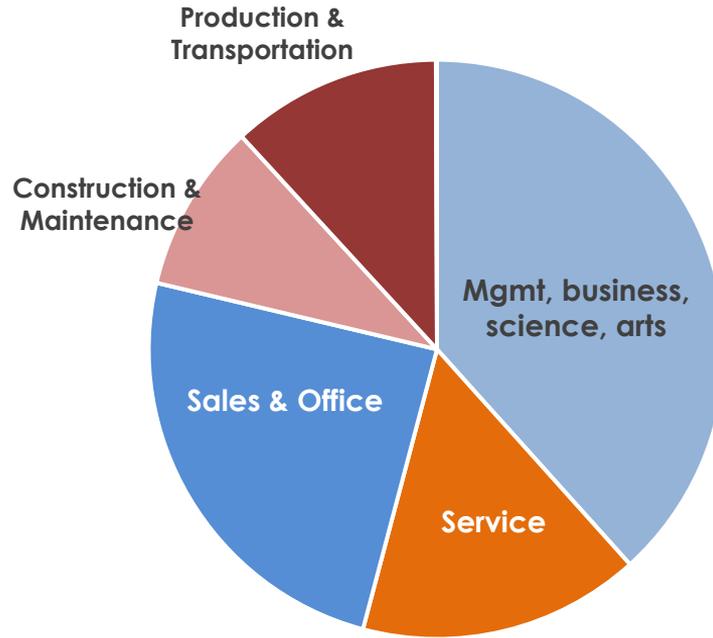


James Baker was pedaling to work along a slick, snow-covered road in Frederick County, Md., when a traffic light changed abruptly. He braked and skidded to the ground, unhurt but making a mess of his clothes before a long day of work and school.

He was on his bicycle that snowy morning last December, about an hour northwest of Washington, because the bus service in Frederick was so erratic. Routes were far apart and the buses often late, making

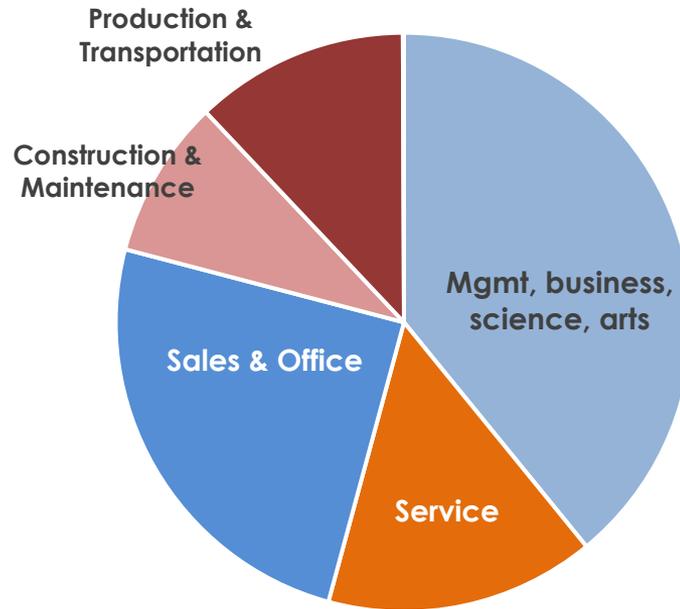
Mobility is ... Opportunity

Occupation, Dallas-Ft Worth MSA



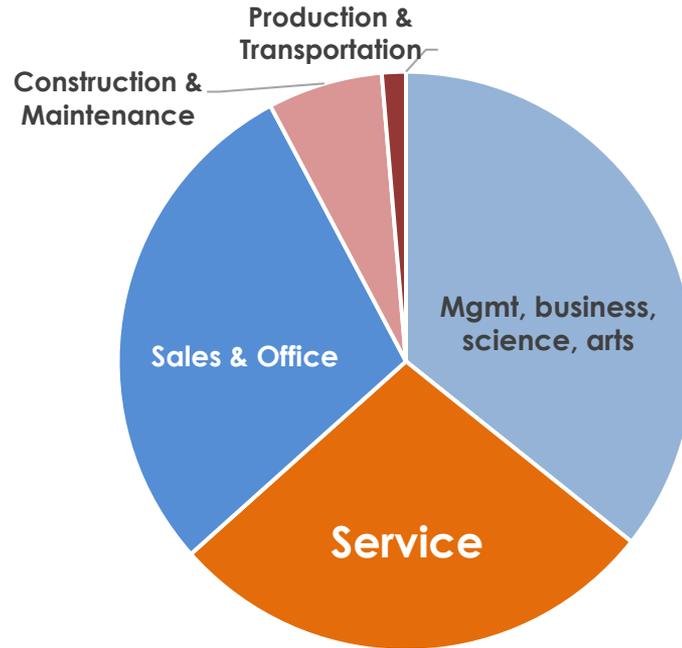
Mobility is ... Opportunity

Commuters who Drive Alone by Occupation, Dallas-Ft Worth MSA



Mobility is ... Opportunity

Commuters using Public Transportation, Dallas-Ft Worth MSA



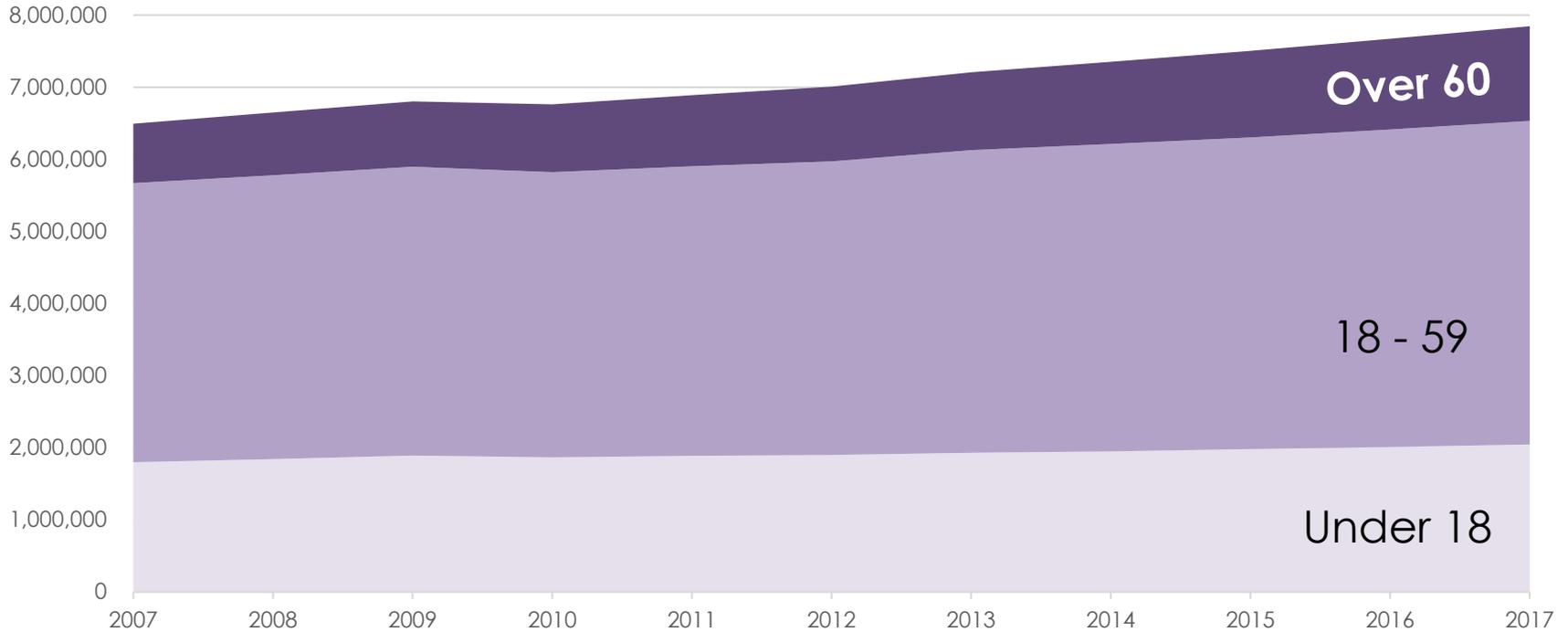
Mobility is ... Independence





Mobility is ... Independence

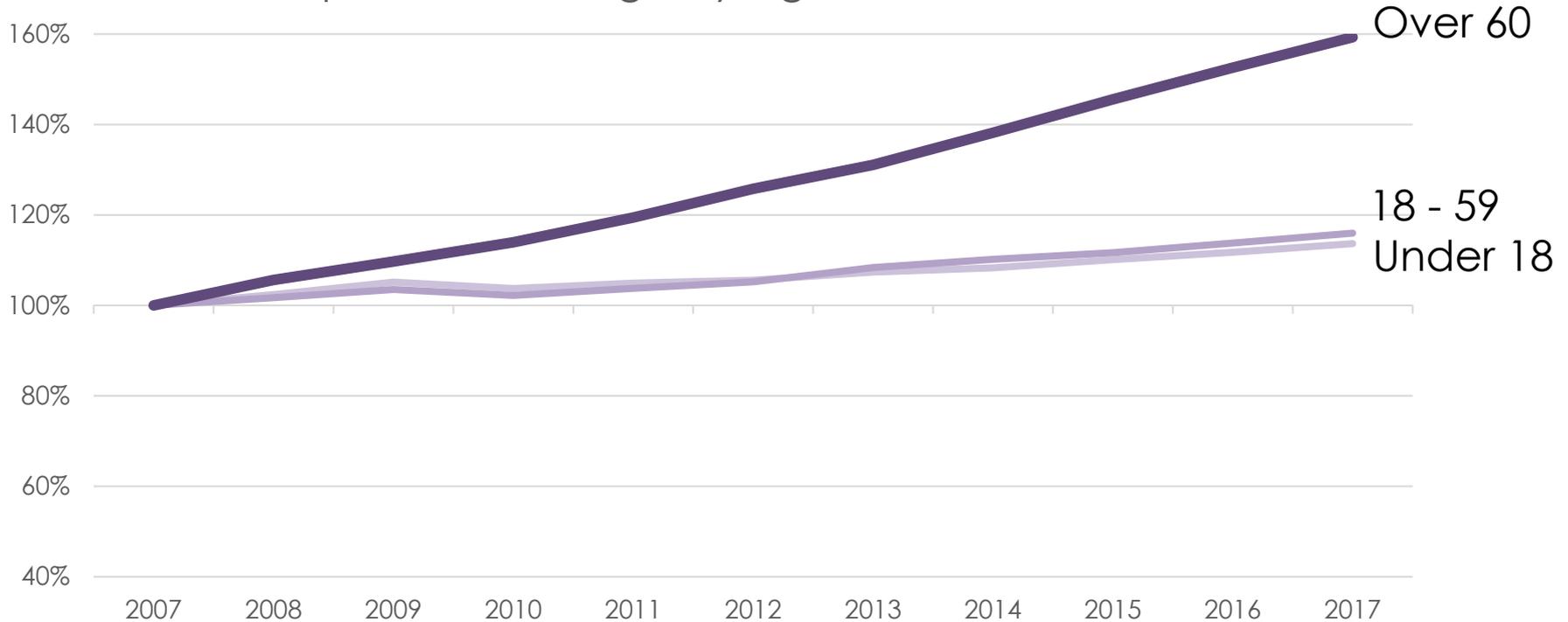
Population by Age, Dallas-Ft Worth





Mobility is ... Independence

Population Change by Age, Dallas-Ft Worth



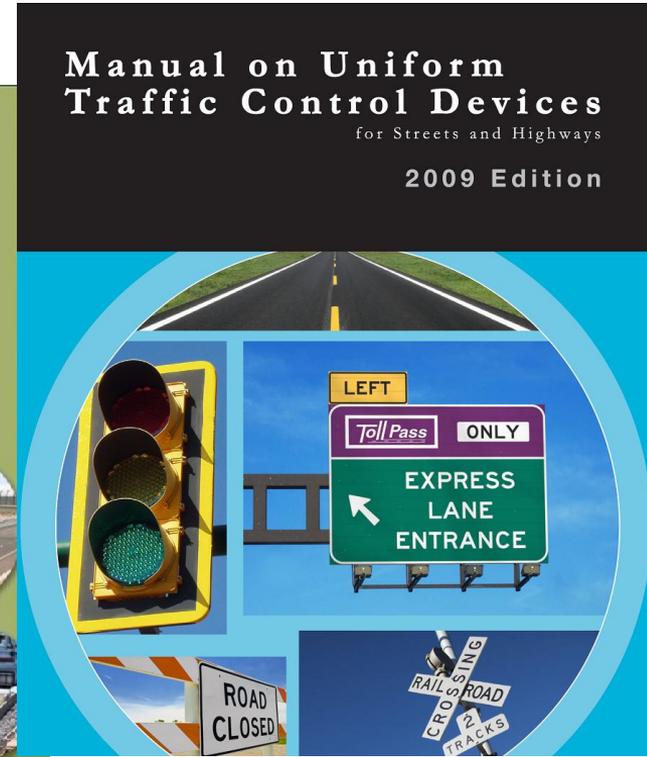
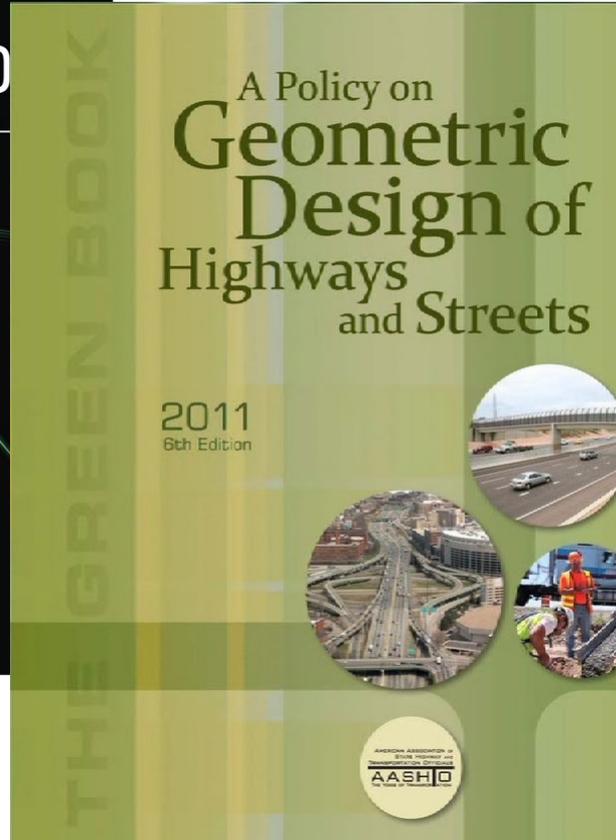
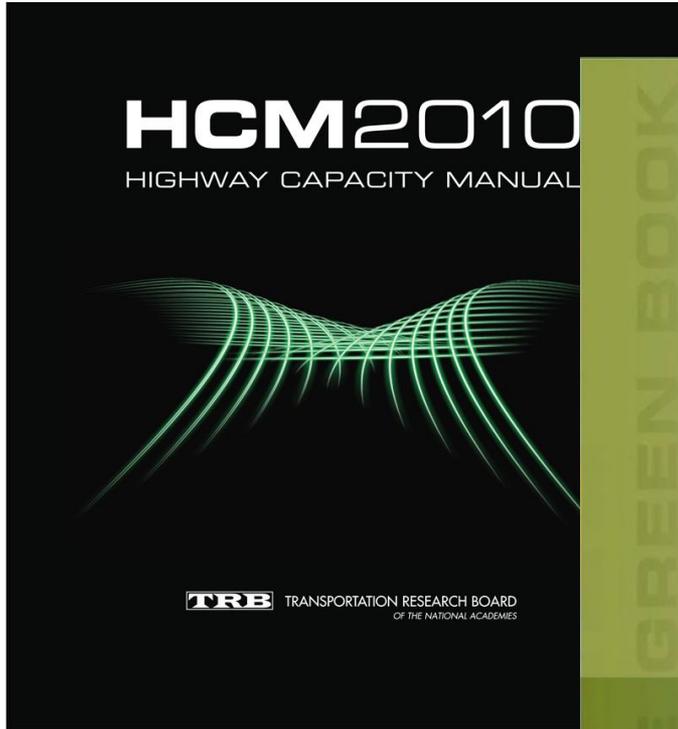
Mobility is ... Power





Closing the Guidance Gap

Existing Guidance



The Best Tool for the Job?





Advancing the State of the Practice

Why Transit Streets Matter



Better Streets,
Better Service



Transit Creates
Urban Places



A Mobility
Service For The
Whole City

Why Transit Streets Matter



Growth Without
Congestion



Safe Movement
At A Large Scale



Permanent
Economic
Benefits



**Better
Streets,
Better
Service**

Better Streets, Better Service



1st and 2nd Avenues, New York City

Source: NYC DOT

Better Streets, Better Service



1st and 2nd Avenues, New York City

Source: NYC DOT

Better Streets, Better Service



Source: NYC DOT

1st and 2nd Avenues, New York City

Better Streets, Better Service

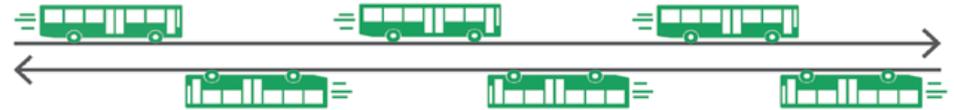


70 MINUTES ROUND TRIP

10 MINUTE HEADWAYS

=

7 BUSES
NEEDED
FOR ROUTE



10 MINUTES TIME SAVINGS

=

60 MINUTES ROUND TRIP

=

1 LESS BUS OR **8.5 MINUTE**
NEEDED SHORTER
FOR ROUTE HEADWAYS

Transit Streets Create Urban Places





Mobility

for the

Whole City



Growth without Congestion



Growth without Congestion

BUS LANE
BUSES ONLY
& RIGHT TURNS

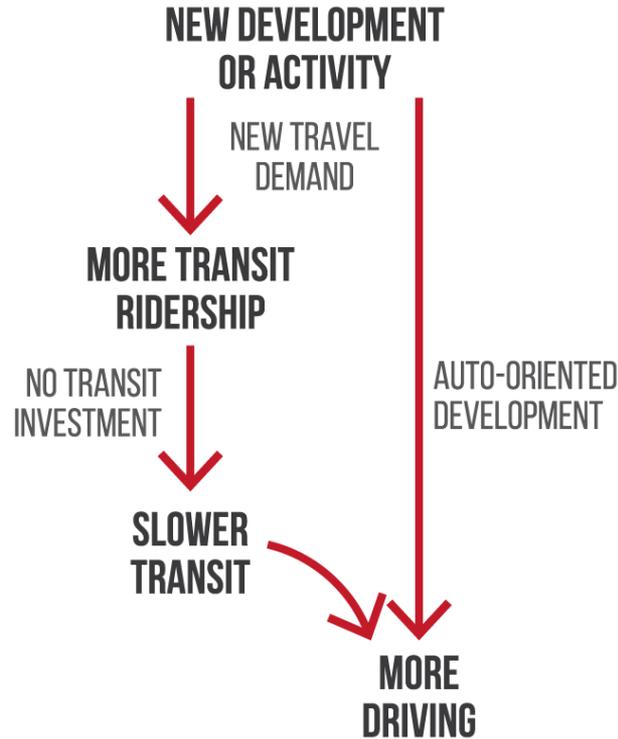
Mega Seafood II
STEAM & FRIED FISH

Super Market

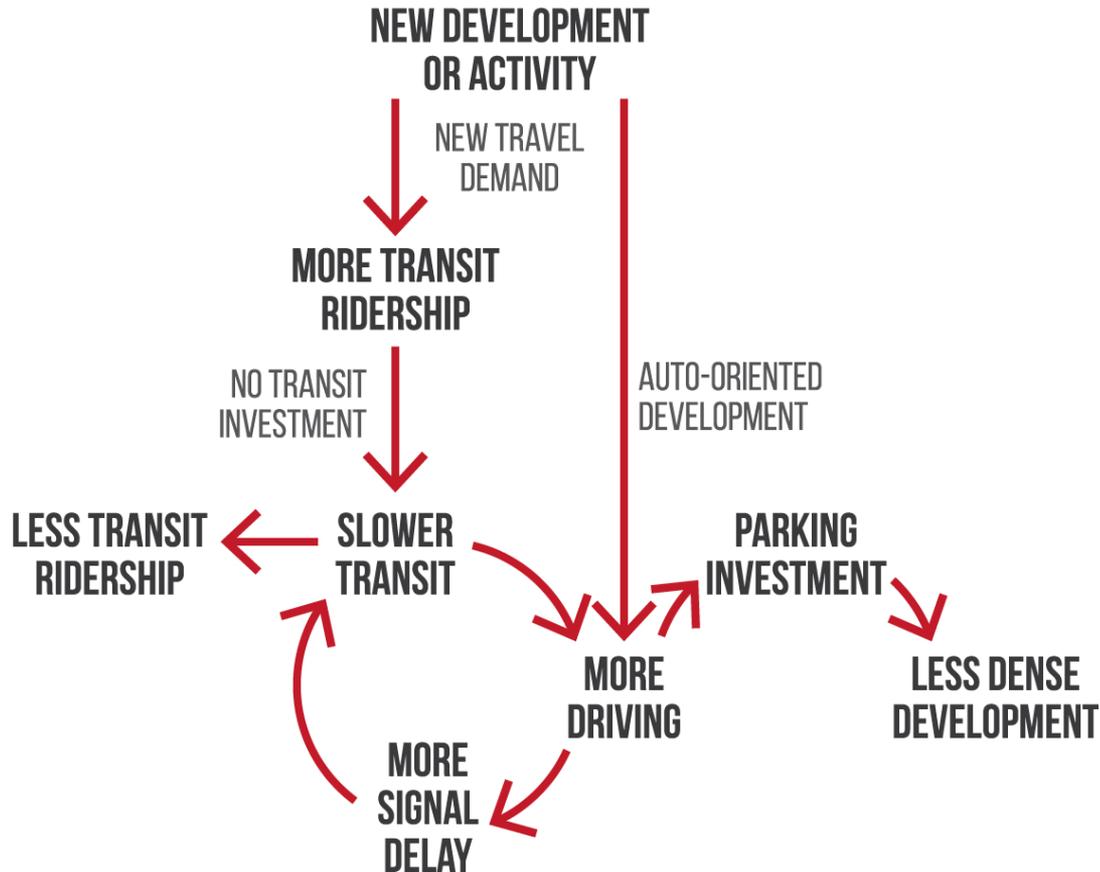
What kind of growth?



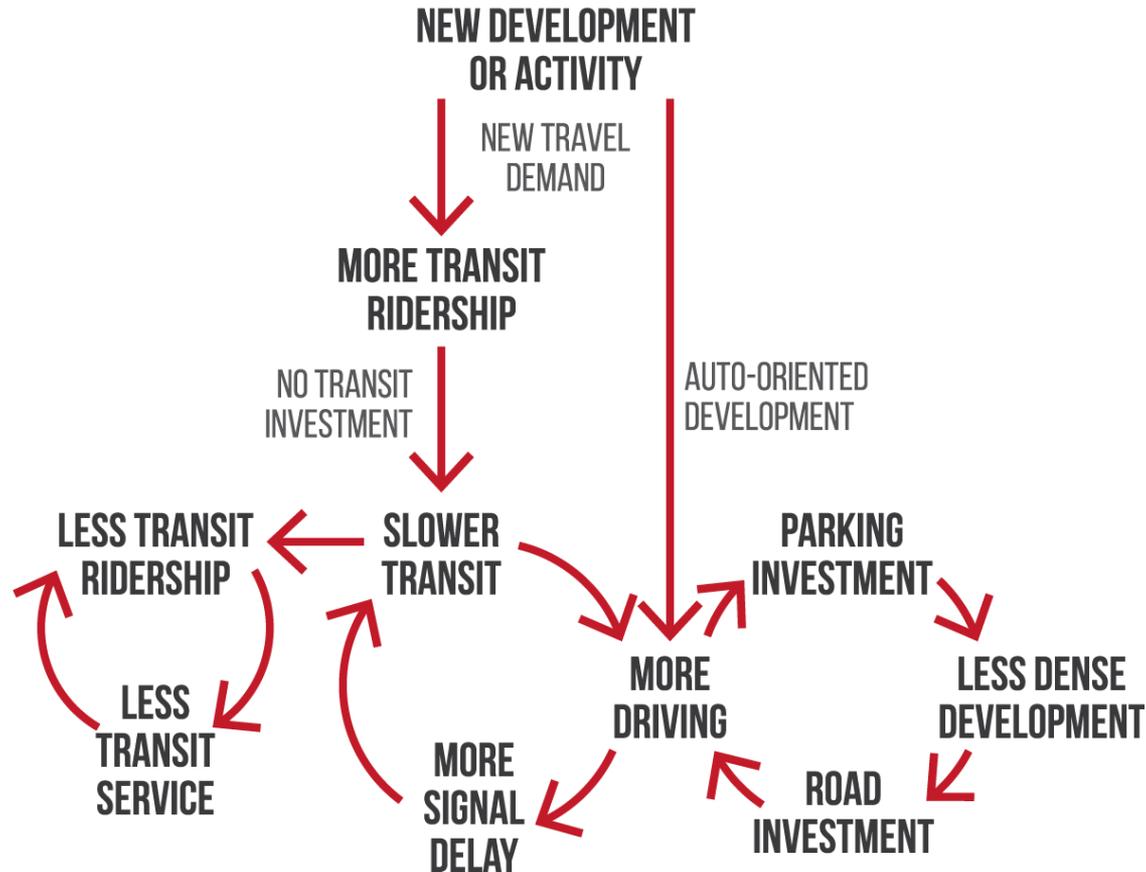
Without Transit Policy & Design...



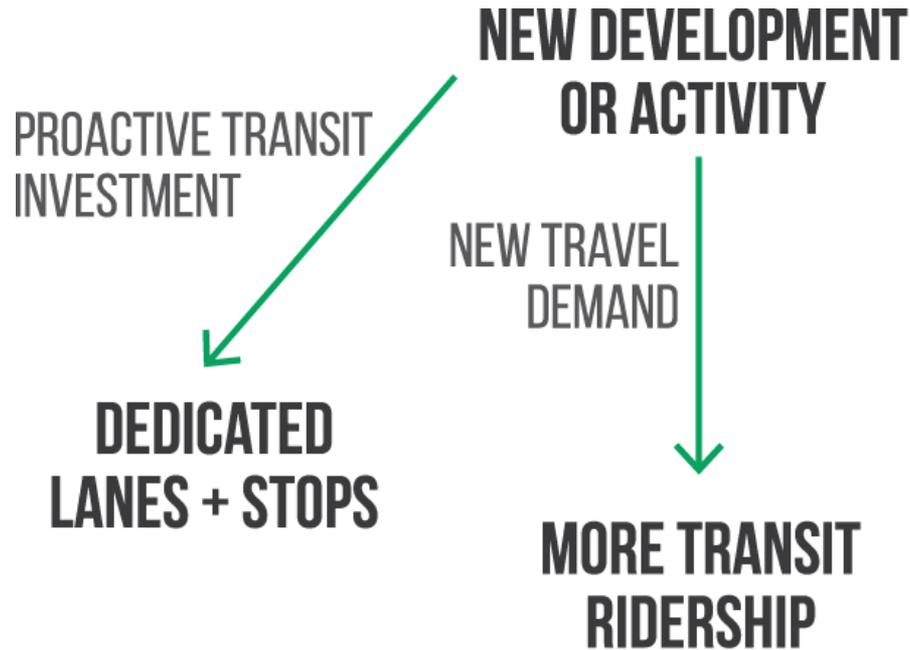
... Congestion reigns.



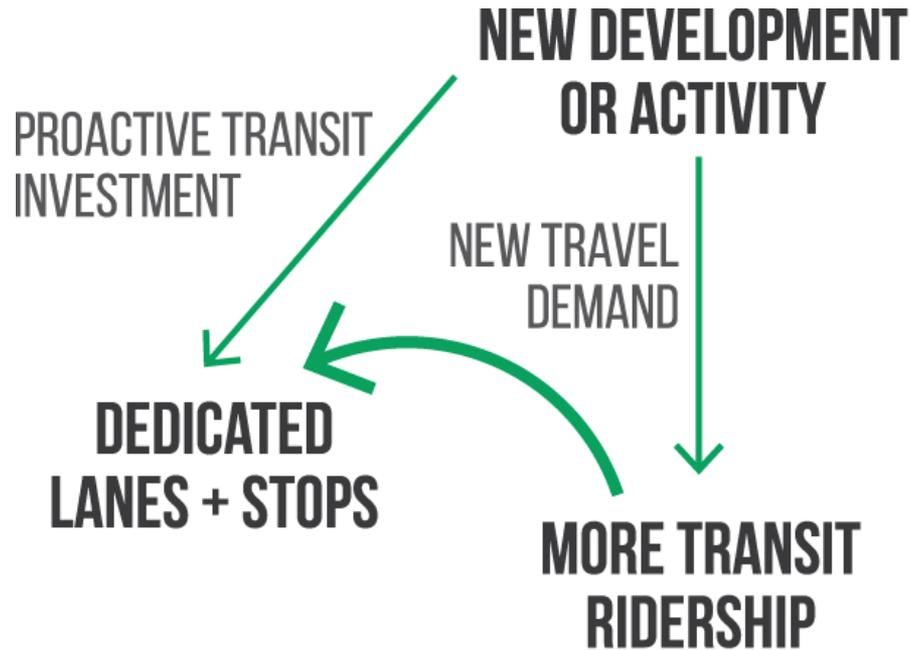
From Bad Growth ...



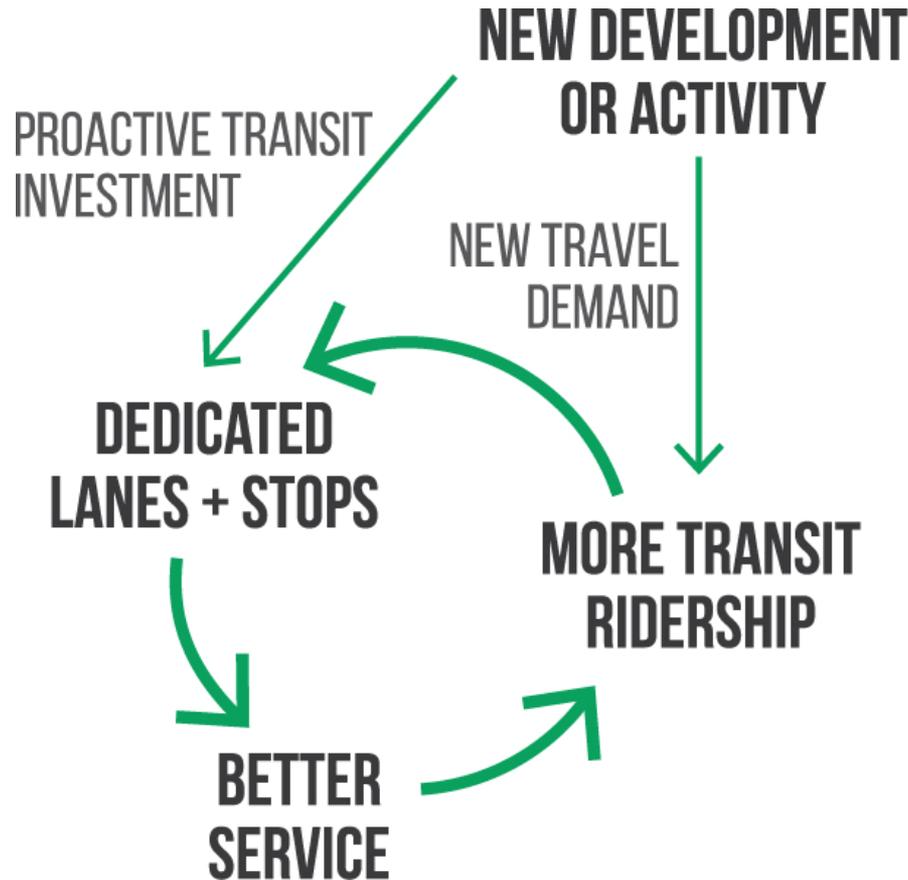
... to Good Growth.



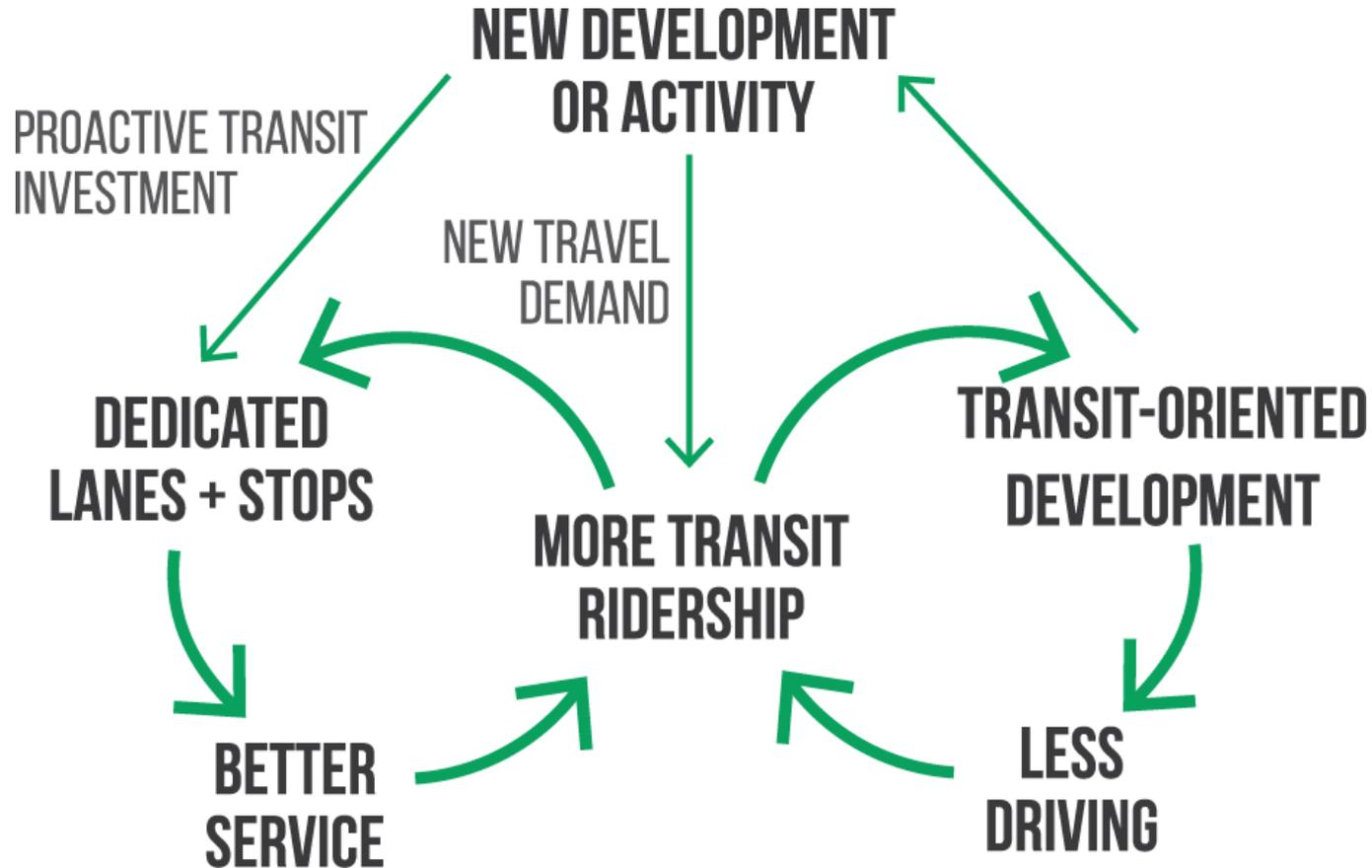
With re-investment.



With returns to service.



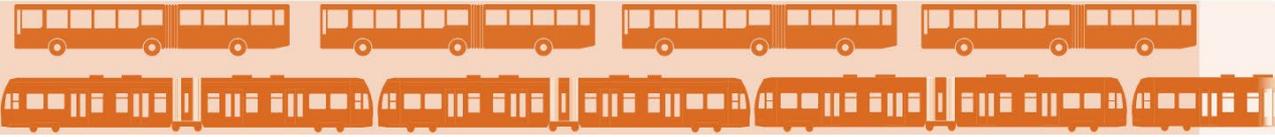
With Virtuous Growth.





Safe Movement at a Large Scale

Safe Movement at a Large Scale



ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR



SIDEWALK
9,000/HR



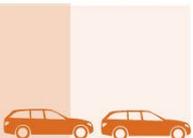
DEDICATED TRANSIT LANES
4,000–8,000/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



PRIVATE MOTOR VEHICLES
600–1,600/HR



Chicago, IL

Permanent Economic Benefits



“Innovations” in Street Design



Georgia Ave, DC



“Innovations” in Street Design



Georgia Ave, DC

Transit moves cities.



Transit sustains growth.



Transit creates destinations.



Transit anchors communities.



Agenda

Transit Street Design

9:15am

Street Typologies

Transit Lanes & Transitways

Design Controls

10 min Break

Intersection Design

11:00am

Crossing Types & Treatments

Transit Priority Signalization

Agenda

Lunch

12:00pm

Transit Stops

12:30pm

Stop Configurations

Bikes, Pedestrians, & Transit

Transit System Strategies

1:15pm

Operations, meet Streets

Networks & Service Planning

Agenda

Design Charrette

1:45pm

Intro to Site

Work in Breakout Groups

Report Back

4:00pm

Close at 4:30