Cities Leading Change

- El Paso
- Dallas
- Austin
- San Antonio + VIA
- Houston + Metro
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

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

- Production & Transportation
- Construction & Maintenance
- Mgmt, business, science, arts
- Sales & Office
- Service
- Mobility is ... Opportunity
Mobility is ... Opportunity

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

- Mgmt, business, science, arts
- Sales & Office
- Service
- Construction & Maintenance
- Production & Transportation
- Military
Mobility is ... Opportunity

Commuters using Public Transportation, Dallas-Ft Worth MSA

- Mgmt, business, science, arts
- Service
- Production & Transportation
- Construction & Maintenance
- Sales & Office
Mobility is ... Independence

Brooklyn, NY
Mobility is ... Independence

Population by Age, Dallas-Ft Worth

- Under 18
- 18 - 59
- Over 60
Mobility is … Independence

Population Change by Age, Dallas-Ft Worth

- Over 60
- 18 - 59
- Under 18
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

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 SHORTER HEADWAYS NEEDED FOR ROUTE
Transit Streets Create Urban Places
Mobility for the Whole City
Growth without Congestion
Growth without Congestion
What kind of growth?

- New development or activity
  - New travel demand
  - More transit ridership
Without Transit Policy & Design...

NEW DEVELOPMENT OR ACTIVITY

NEW TRAVEL DEMAND

MORE TRANSIT RIDERSHIP

NO TRANSIT INVESTMENT

SLOWER TRANSIT

AUTO-ORIENTED DEVELOPMENT

MORE DRIVING
... Congestion reigns.
From Bad Growth …
... to Good Growth.

Proactive Transit Investment

Dedicated LANES + STOPS

New Development or Activity

New Travel Demand

More Transit Ridership
With re-investment.

- Proactive transit investment
- Dedicated lanes + stops
- New development or activity
- New travel demand
- More transit ridership
With returns to service.

- Proactive transit investment
  - Dedicated lanes + stops
  - Better service
    - More transit ridership
      - New travel demand
        - New development or activity
With Virtuous Growth.

- Proactive Transit Investment
- New Development or Activity
  - New Travel Demand
- Dedicated Lanes + Stops
- More Transit Ridership
  - Better Service
  - Less Driving
  - Transit-Oriented Development
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
Permanent Economic Benefits

Dallas, TX
“Innovations” in Street Design
“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