Narrow Streets, Timely Response

Healthy Streets for America

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and Director of Walkable Communities, Inc.
The World is Changing

Expect:

**Option One:**

*25% more traffic every ten years.*
More intersections failing.
More people spreading out into canyons, ridges and other high risk locations.

Also Expect:

*More cars per household*
*Limited new lanes and limits on intersections being rebuilt*
*More demand for slowing traffic*
*More demand for traffic to stay in motion*
*More demand for safer streets*
*More demand for quieter streets*

Connectivity:

Network

3,568 miles of roads
Connectivity:
Effective Network

735 miles of roads

12% of the Total Network is “Effective”

block perimeters of 1,500’ to 2,000’

create a connected network of streets
Create a strong "sense of place":
Natural systems accommodated within the neighborhood
Civic buildings and parks oriented as public squares
Buildings fronting on streets and around public spaces
Moves traffic safely and adds value to homes.

Moves traffic with less safety and subtracts value from homes.

The desire to walk, bike or use transit in places like this plummets.

Mission Road, Loma Linda, California
Mission Road, Loma Linda, California
Issaquah Highlands, Issaquah, Washington
Corner radii are tight, but mountable

Issaquah Highlands, Issaquah, Washington

Too Wide

Too Narrow

Too Wide

The Crossings Mountain View, California
Speed reductions of 3-7 mph are common.
### Multiple Benefits:

<table>
<thead>
<tr>
<th>Benefit</th>
<th>Benefit</th>
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<tbody>
<tr>
<td>Lower speeds</td>
<td>More green</td>
</tr>
<tr>
<td>Lower noise</td>
<td>Reduced crashes</td>
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<tr>
<td>Lower pollution</td>
<td>More parking</td>
</tr>
<tr>
<td></td>
<td>Higher property values</td>
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<td></td>
<td>More bike lanes</td>
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<td></td>
<td>Increased beauty</td>
</tr>
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<td></td>
<td>More friendly</td>
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### Benefits

**Motorist:** Safety 25-40% improvement  
Traffic moves with greater uniformity  
Compact intersections more efficient  
Greater cost savings  
Turns are easier  
Senior friendly (as motorists)

**Others:**  
Senior friendly (as pedestrians)  
Supports transit, walking and bicycling  
Emergency response friendly  
Increased property values (and tax base)  
Community economic development
School Area Street Section

- 10-foot median allows safe mid-block crossings
- Street trees for shade, slower speeds, and aesthetics
- Wide sidewalks
- Bike lanes

Hurley looking west near Greer Elementary School

Steve Prue
Urban Advantage
Steve Price
Urban Advantage

Hurley looking west near Greer Elementary School
Turning Radius must also accommodate overhang
Gainesville, Florida  Emergency Response Team and Public Works Department

Unit is able to clear chicane at 28 mph
Critical entry to neighborhood. Streets are too narrow for rare event.

Bus breaks down, emergency call comes in. Only one way in

Two micron clearance!!!
Proper application of rollover curbing
Healthy street system provide quick, efficient, uncluttered travel ways and response times on major routes leading up to local street system.
Bike lanes provide places for motorists to pull over.

Widths of 5-7 feet are effective
Plan must provide **adequate** turning radii, **not excessive width**

**Departure road 20.0 feet wide, Entry road 20.0 feet wide turning radius of vehicle: WB-40**

AASHTO and other national standards permit designers to use full roadway receiving radius for oversize vehicles

A fine grained road system with well distributed traffic allows narrow entries

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**"Design Vehicle"**
Ordinary vehicle using road section

**"Controlling Vehicle"**
Extra-Ordinary vehicle using road section can be accommodated through other solutions at site.
What planners, developers and people want
Mountable median nose
Proper width entry, and protected space is on the correct side of the intersection

New Hope, Seattle, Washington
Proper width entry, but protected space is on the wrong side of the intersection
Midblock Access

Seattle, Washington
Right-of-Way 68-84 feet

AVENUE

Right-of-Way 68-84 feet
10 Feet
6 Feet
University Place, Washington

Curb-to-Curb 17 feet
33 mph running speeds
Curb-to-Curb 17 feet
38 mph running speeds

Natomas, Sacramento, California
Healthy streets provide the best opportunity to sustain property value (traffic calmed neighborhoods increase property values), which increases tax base to sustain high quality government services, including emergency response.

Suisun City, California

<table>
<thead>
<tr>
<th>Speeds:</th>
<th>20-22 mph</th>
<th>28-32 mph</th>
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<tbody>
<tr>
<td>Value</td>
<td>Same homes</td>
<td>$5-15K less</td>
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