

Walk21 conference, New York 7-9 Oct 2009

Report back by Robyn Davies, Transport and
Main Roads Queensland; and
Janet Lawson, Living Streets Aotearoa



Presentation overview

- “Star Trek moments” – our host city
- Standout presentations
- Resources
- Walk21 The Hague



New York New York

- 10th Birthday for Walk 21 – international conference series
- Largest yet – over 700 delegates
- Showcase New York
- “What New York has done is making politicians around the world a little uncomfortable. New York did it and did it quickly. And if they can make it here, they can make it anywhere.” (Jim Walker, wrap up, Walk21 2009)
- Theme: RAPID transformation of the city

Janet Sadik-Khan, DOT Commissioner

Major Goals



- o Cut annual traffic fatalities by 50% (from 2007 level)
- o Institute complete-street design policy
- o Programs to treat streets as public space
- o Implement system of rapid bus lines
- o Double bicycle commuting from 2007 to 2012
- o Reduce agency energy and vehicle use

Source: J. Sadik-Khan 2009

New York, New York!

‘Whether we are driving, taking the bus, bicycling or riding the subway, each of our trips begins and ends with a walk as a pedestrian. To make walking the most enjoyable choice, NYCDOT will reclaim portions of streets in appropriate locations to share the public right of way more equitably’.

Source: NYCDOT website



Rationale for change

- Safety - reduces pedestrian accident rates
- Congestion – both vehicle and pedestrian traffic
- Journey times – significantly reduced near choke points
- Being driven by good policy backed by a commitment from both the politicians and city officials

NYCDOT projects

- Green Light for Midtown (Broadway)
- Complete Streets
- Safe Streets for Seniors
- Safe routes to Schools
- Public Plaza scheme
- Bike lanes
- Summer Streets
- Design manual

Green Light for Midtown



Source: J. Sadik-Khan 2009

Broadway



1400 square metres of
new public space

Photos: Liz Thomas,
Robyn Davies

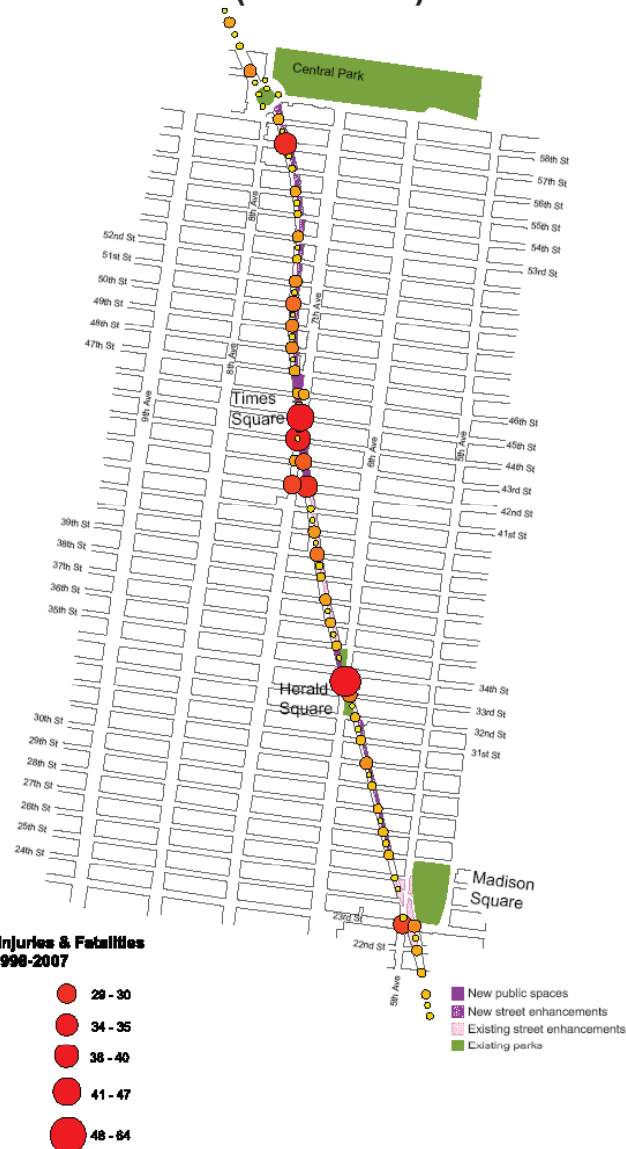


Star-trek moments



Source: J. Sadik-Khan 2009

Pedestrian Injuries and Fatalities on Broadway (1998-2007)



Safety

- One Pedestrian death on New York streets every day
- Main problem areas are where Broadway crosses the main grid layout

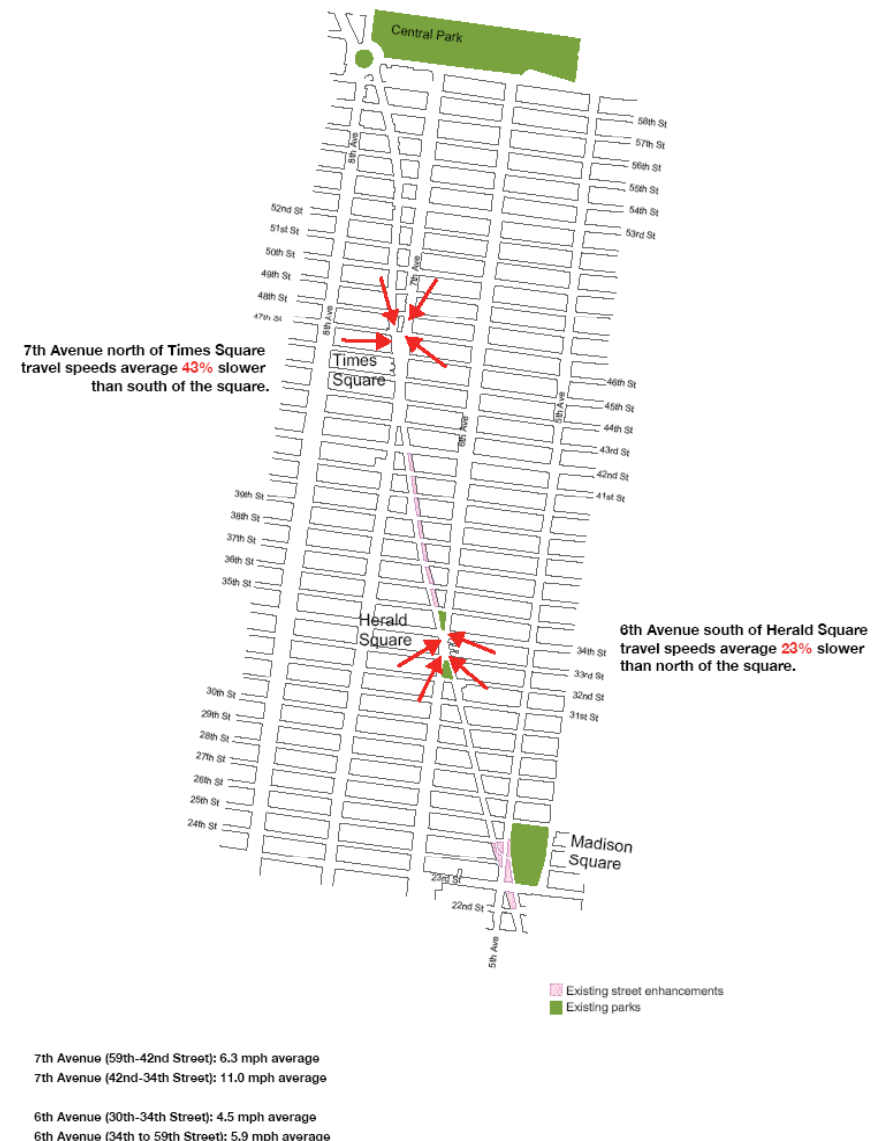
Source: NYCDOT website

Journey times

- 7th Ave - traffic flows 43% more slowly north of Times Square than south
- 6th Ave – traffic flows 23% more slowly south of Herald Square than North

Source: NYCDOT website

Broadway Pinchpoint Effect



Complete Streets policy



Safe Streets for Seniors

- DOT identified 25 neighborhoods with both high density of senior citizens and high number of pedestrian accidents or injuries.
- Evaluated ped conditions from a senior's perspective
- Made engineering changes, including:
 - Extending pedestrian crossing times at crosswalks
 - Shortening crossing distances
 - Altering curbs and sidewalks
 - Restricting vehicle turns, and
 - Narrowing roadways.

Public Plaza scheme

- Aims to transform underused streets to create high quality public spaces
- Local non-profit groups apply for funding to create a public plaza
- NYCDOT funds design and construction
- Local groups responsible for maintenance, insurance and events

Public plaza scheme



Source: J. Sadik-Khan 2009

Public Plaza scheme



- Some don't work – this one suffered from lack of community involvement and maintenance

Summer Streets



Summer Streets



- 14 Streets closed to vehicles on a weekend morning
- 50,000 people came out on the first closure

Source: NYCDOT

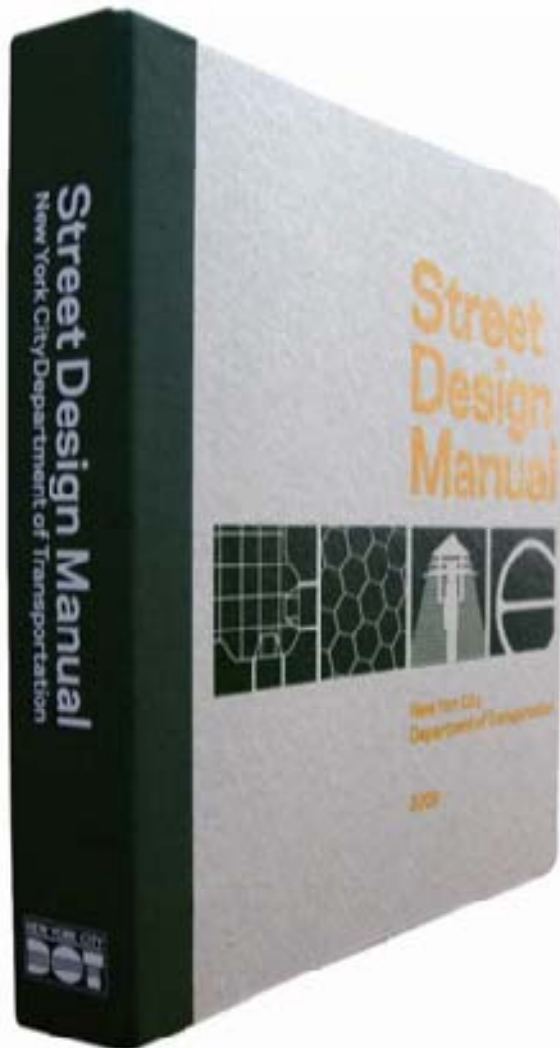
The High Line – Manhattan's newest park



www.highline.org

(Photos: Drew Westbrook, Robyn Davies)

Design Manual



Source: J. Sadik-Khan 2009

2.2.2a Curb Extension with Greenstreet/Plantings

GEOMETRY: SIDEWALKS & MEDIANS

Curb Extension with Greenstreet/Plantings

USAGE: WIDE

A curb extension that is planted rather than paved (typically as a NYC DPR greenstreet), for example as a landscaped bioswale.

Curb extension with greenstreet Midway Square, Manhattan

Landscaped curb extension in residential neighborhood, Brooklyn, Canada. Credit: Robert Chubb. Photo for illustrative purposes only.

Curb extension with planted beds that captures stormwater from the gutter. Brooklyn, New York City Department of Transportation.

Benefits

- Provides safety and traffic calming benefits as described in CURB EXTENSION (2.2.2)
- Vegetation helps to mitigate air pollution and capture carbon dioxide from the air, improving environmental health and public health
- Green cover reduces the urban heat island effect and decreases energy costs related to air temperatures
- Landscaping provides visual improvement to the city streetscape
- Can be designed to provide stormwater detention from sidewalk and street

Considerations

- Landscaping or stormwater source controls require a partner for ongoing maintenance
- If outfitted to capture stormwater, careful consideration must be given to design, overflow control, and plant species

Design

- Areas without sidewalk crowding where NYC DPR will maintain a Greenstreet or a permitted partner (other than NYC DPR) will maintain the vegetated area
- See design guidance for CURB EXTENSION
- Pedestrian crossings must remain paved
- If our Greenstreet is designed to capture stormwater, catch basins should be located on the downhill side of the curb extension with greenstreet rather than the uphill side
- If work includes tree planting, consider the location of utility infrastructure, including NYC DEP sewers and water mains
- Guards or enclosures are permitted around planted areas where their use does not impede pedestrian traffic

Sustainability Opportunities

- See sustainability opportunities for

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Successful?

- Pedestrian death rate is now at its lowest since records began in 1910
- 48% decrease in senior road related fatalities
- 1400sq.m. of new public space (recently made Times Square and Herald Square treatments permanent)
- Working towards 1800miles of extra cycle lane
- Traffic congestion and flow ?????

Lessons for New Zealand: Living Streets' view

- Improving traffic flows and efficiency does not mean building more roads
- Reducing road space for traffic to increase traffic flows is not instinctive – but can work
- Political will and commitment is necessary to make change
- Our problems are not as bad – so we have a head start.

www.walkscore.com

- 90-100 = Walkers paradise – most daily tasks accomplished on foot
- 70-89 = Very walkable
- 50-69 = Somewhat walkable
- 25-49 = Car dependent
- 0-24 = Car dependent (Driving only) – no destinations within walking range

Find a Walkable Place to Live.

Walkable Neighborhoods | Walkability | How It Works | Walk Score On Your Site | Blog

Type an Address: Go

james cook hotel wellington
Walk Score: 97 Walker's Paradise

Low High

Something missing? Expand all

Transit
No transit data. [Why?](#)

Grocery Stores
New World Superma 0.19 km

Restaurants
Ye-Jun Chinese Re 0.1 km

Coffee Shops
Starbucks Coffee 0.07 km

Bars
The Old Bank Bar 0.07 km

Movie Theaters
Rialto Cinema - D 0.47 km

Schools
AFS Intercultural 0.1 km

Parks
Wellington Top 10 12.45 km

Libraries
Library & Informa 0.16 km

Bookstores
Selling books to 0.57 km

Fitness
Pilates Exercise 0.29 km

Drug Stores
Radius Pharmacy W 0.04 km

Hardware Stores
The Laptop Compan 0.04 km

Clothing & Music
Hurry Up Shoe Rep 0.03 km

Share your score

Go to street view

Compare Your Walk Score

Top 10% of scores:	92	2% of Walk Score users have a higher Score.
Your score:	97	
Average score:	49	

Try Browsing

[America's Most Walkable Cities](#)

[What makes a place walkable?](#)

[Walk Score worth \\$3,000 per point](#)

[Walk Score on Your Site](#)

[Walk Score iPhone App](#)

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Beef Casserole Recipes
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Improve America's Walk Score: The 2010 Transportation Bill
Tell Congress to support walking, biking, and transit in the 2010 Transportation Bill. [More information](#)

Living Streets Aotearoa

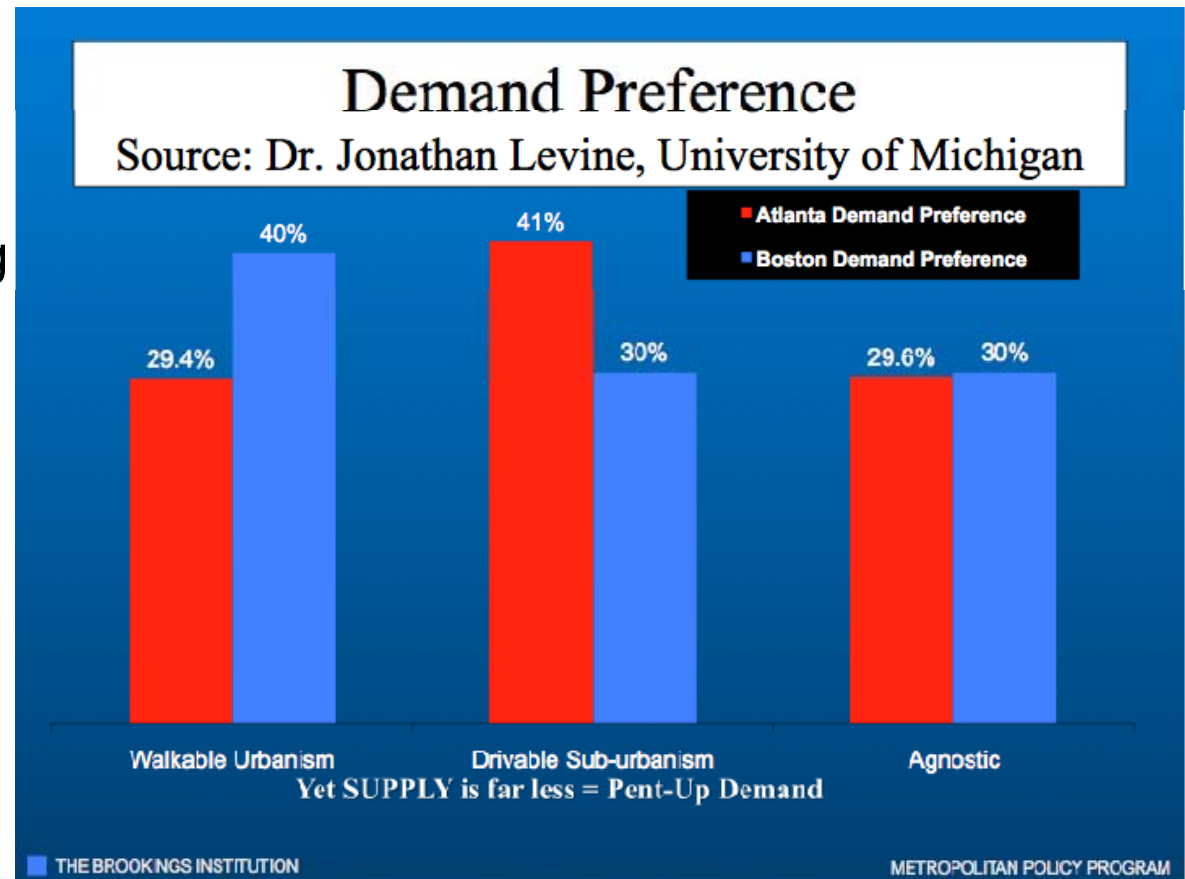


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Economic benefits of walking

- Chris Leinberger, Brookings Institute:
 - Increasing market demand for walkable urban – structural swing
 - 1 WalkScore point=\$500 to \$3000 in value (higher in desirable cities)
 - Significant demand for walkable urban
 - BUT only 5% of development product



Paved with gold: the real value of good street design

Briefing

Paved with gold: the real value of good street design

This research demonstrates a direct link between street quality and property prices. It shows that the quality of a high street can add at least 5 per cent to the price of homes and to the level of retail rents.

This is the first study to connect economic benefits directly with the quality of street design, management and maintenance. It may seem obvious that smarter streets cost more and that good quality design brings benefits but this research gives us new information: it shows that the design quality of a street affects prices on its own, regardless of any other factors. All the other things likely to affect prices, such as income levels, the quality of public transport, or the range of local shops, have been discounted. Simply improving street design can make a major difference to market values.

These findings support the case for improving street quality, and provide evidence of the likely returns from investing in a high-quality streetscape.



- Sarah Gaventa, CABE
- Streets Paved with Gold publication:
 - Demonstrates a direct link between street quality and property prices.
 - For each single point increase in the PERS street quality scale there is a corresponding increase of 5.2% in residential prices, and 4.9% in retail rents.
 - The benefits of quality street design are clear and local authorities are already taking the initiative in realising the latent value in their high streets.

What makes a high quality street under PERS?

- dropped kerbs
- tactile paving and colour contrast
- smooth, clean, well-drained surfaces
- high-quality materials
- high standards of maintenance
- pavements wide enough to accommodate all users
- no pinch points
- potential obstructions placed out of the way
- enough crossing points, in the right places
- traffic levels not excessive
- good lighting
- sense of security
- no graffiti or litter
- no signs of anti-social behaviour
- signage, landmarks and good sightlines
- public spaces along the street
- a street that is a pleasant place to be.

Sheffield Rail Station - before

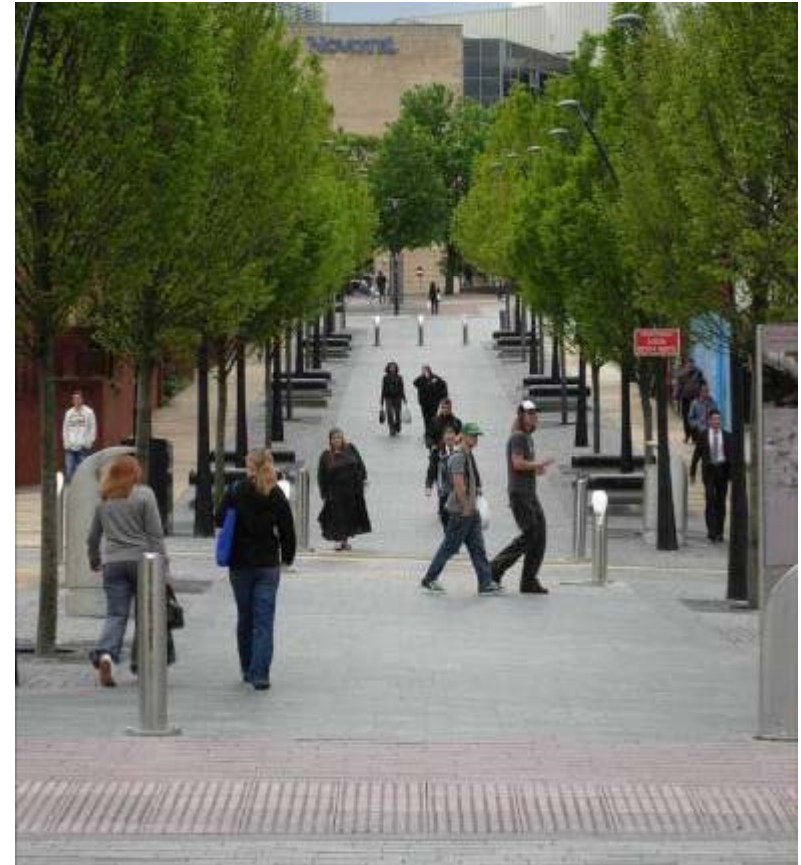


Source: S. Gaventa 2009

Sheffield Rail Station - after



Source: S. Gaventa 2009

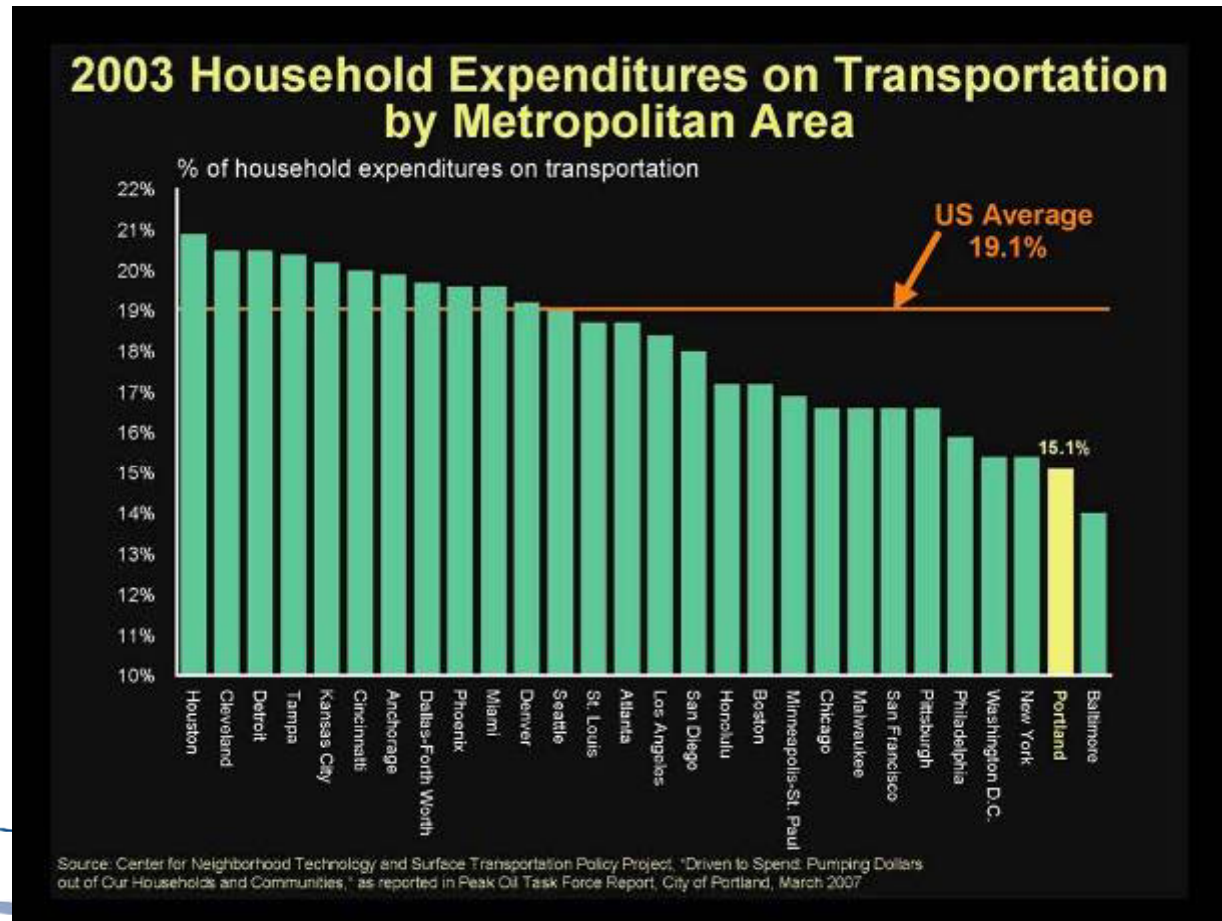


Ellen Vanderslice Portland



Source: E. Vanderslice 2009

Portland – The green dividend



Source: E. Vanderslice 2009

Portland - The green dividend

**Benefit to Portland Region's Economy Due to
Transportation System**

\$1,200,000,000

Amount we don't spend on transportation that
we would if we drove like the rest of the U.S.

*From an analysis on Portland's
green dividend by economist Joe Cortright*

\$800,000,000

Estimated amount that then circulates
through local economy

Source: E. Vanderslice 2009



Level of Service for London Project (Julie Dye, Transport for London)

- Aims to provide a new guidance document on Pedestrian Comfort Levels across London.
- i.e. “Level of Service” to become “Pedestrian Comfort Levels” in new guidance for London
- Technical note: Case studies and calculations spreadsheet included to help people use the new Pedestrian Comfort Levels

The Hague, 17-19 November 2010

- 11th Annual Walk21 Conference:
- “Promising approaches to support walking for a sustainable future”
- 23rd International Workshop of the International Co-operation on Theories and Concepts in Traffic Safety

Further information

- www.walk21.com
- <http://www.nyc.gov/html/dot/html/sidewalks/sidewalks.shtml>
- <http://www.nyc.gov/html/dot/html/about/streetdesign/signmanual.shtml>
- <http://www.nyc.gov/html/planyc2030/html/home/home.shtml>
- http://nelsonnygaard.com/Documents/Reports/NYC-Streets_Blueprint-Upper-West-Side.pdf
- StreetFilms technical detail
[://www.streetfilms.org/bike-lanes-in-the-big-apple/#more-16311](http://www.streetfilms.org/bike-lanes-in-the-big-apple/#more-16311)