

# Design Implications

What will you do about it?



Are you going to be the  
cattlemen or the hired hand?



# Complete Streets

**You can't do it all in the same space.**

**Choose Wisely.**

“Pick one” Design Question:

Pedestrian **Integrated** Design

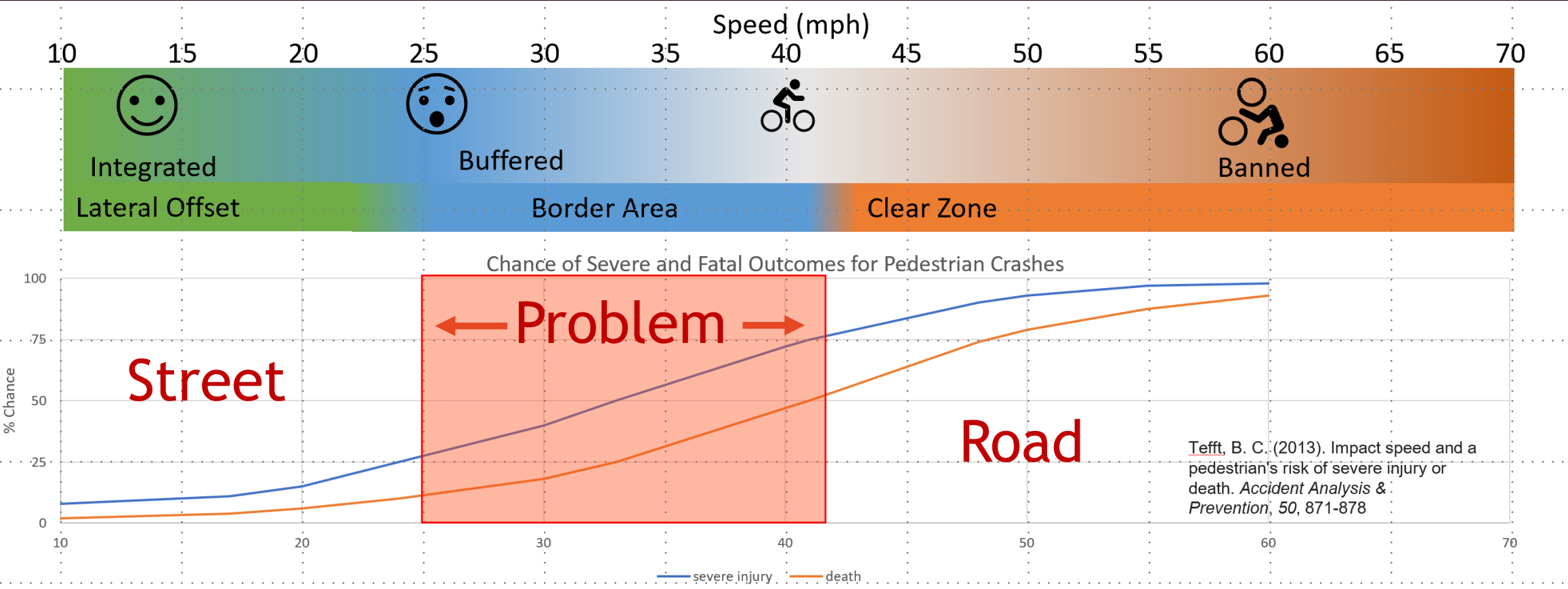
or

**Sheltered** Design

(not both)

Logic: When I can't guarantee drivers are paying attention, people must be protected

# The Integrated to Sheltered Continuum:





~20-40 mph

# PROBLEMS: TRANSITION STRATEGY?

- **Goal: transition either up or down**  
Avoid a 25-40 mph operational speed
- Choose whether you need a street or a road in the long term
- We need both in the system, just not necessarily in the same right of way

Gresham Smith





# PROBLEMS: OPTIMIZE FOR THROUGHPUT

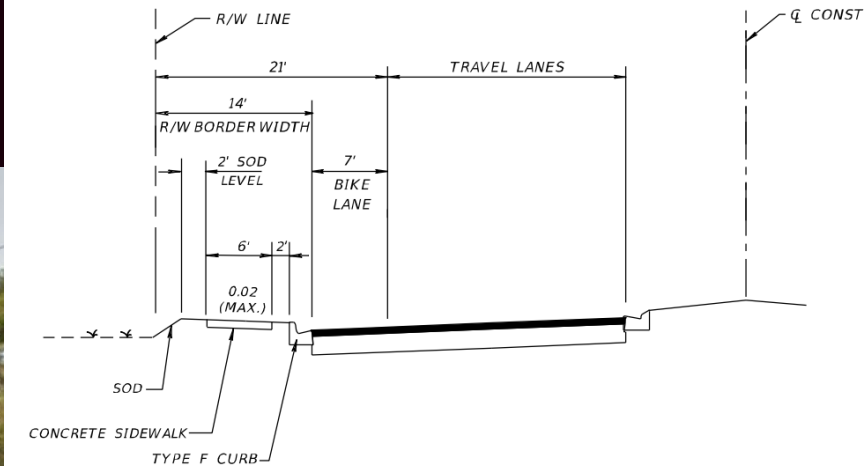
## Strategy: Reconstruction

- Trade out bike lane/sidewalk for shared use path
- Reroute bike path to parallel facilities
- Think bike network, not road network

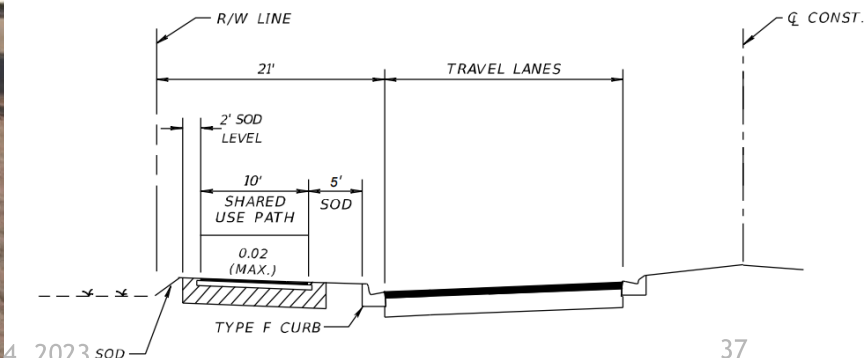


Figure 223.2.1 Bicycle Lane and Shared Use Path Examples

Bicycle Lane and Sidewalk Example



Shared Use Path Example





# MICRO-INTEGRATIONS (SEPARATED CONFLICT ZONES)

- Make any Ped/Bike Interaction **OBVIOUS**
- Narrow at the crossing
  - Vertical deflection
  - Lane narrowing
  - Median fencing
- Flashing lights, Neon signs
- Obvious transit stops
- Bonus: Artwork or park features near crossing



**FDOT** FPID No.: 447395-1



# PROBLEMS: TRANSITION DOWN

- Strategy: Reintegrate
  - Shift Land Use; connect to bike/ped network
  - Visually buffer ped/bike from vehicle flows
  - Use breakaway and small trees to slow drivers
  - Ped/bike feels safer—increased ped activity will change driver behavior over time
  - Adjust speed limit as behavior changes





**I have yet to find  
a transportation problem  
that isn't a land use problem  
at its core**



RETAIL SHIFTING  
ONLINE



SCALE SHIFTING  
TO LOCAL



WORK FROM  
HOME

Our world is  
changing

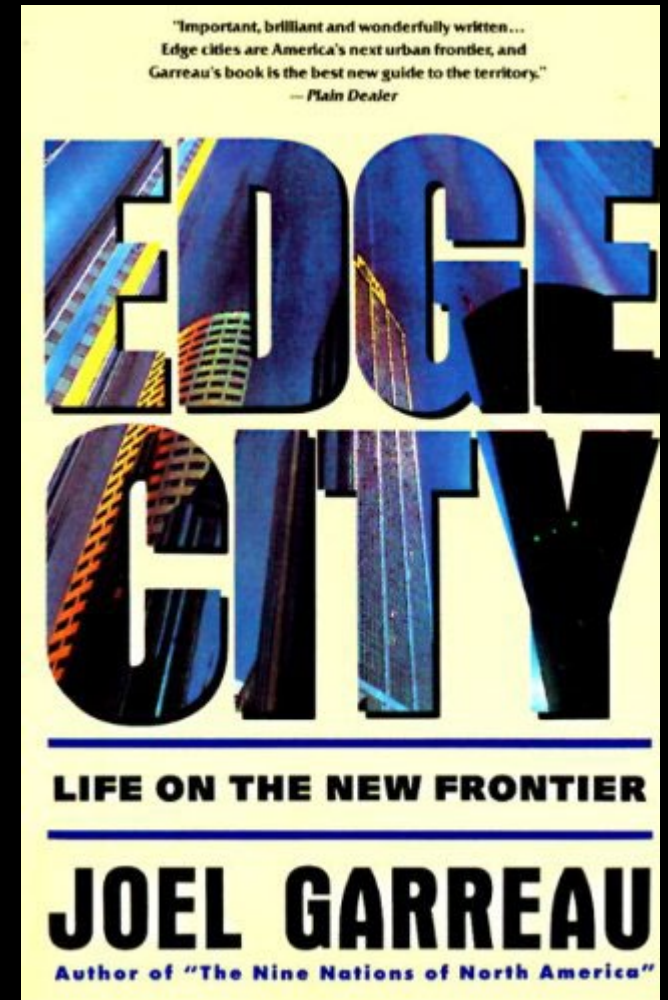


# Human Scale is geographically small

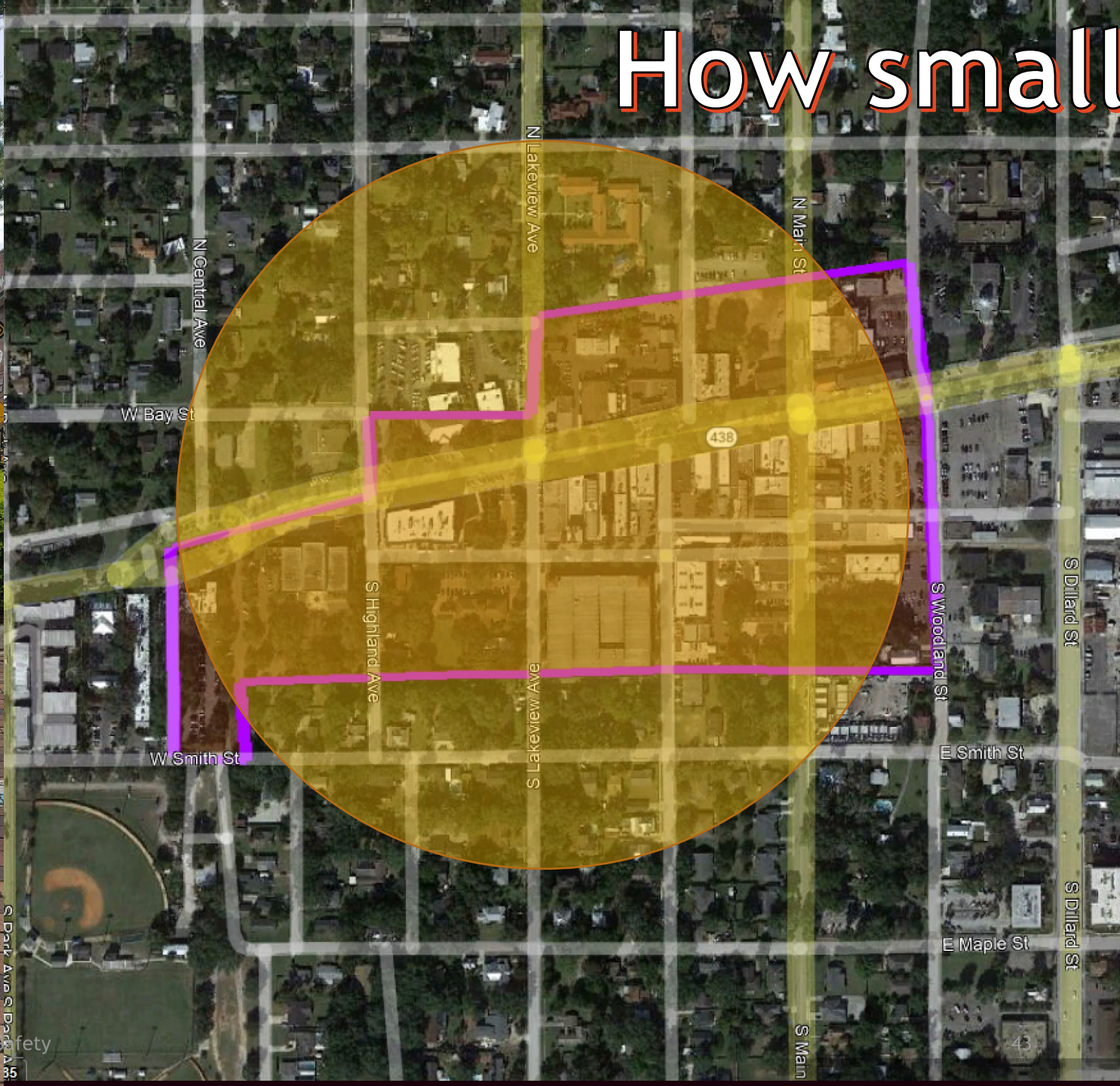
Even malls use 600 feet (1/8 mi) between  
anchors

You can only see up to 300'

Any farther away from the anchor feels disconnected







# How small



# Winter Park

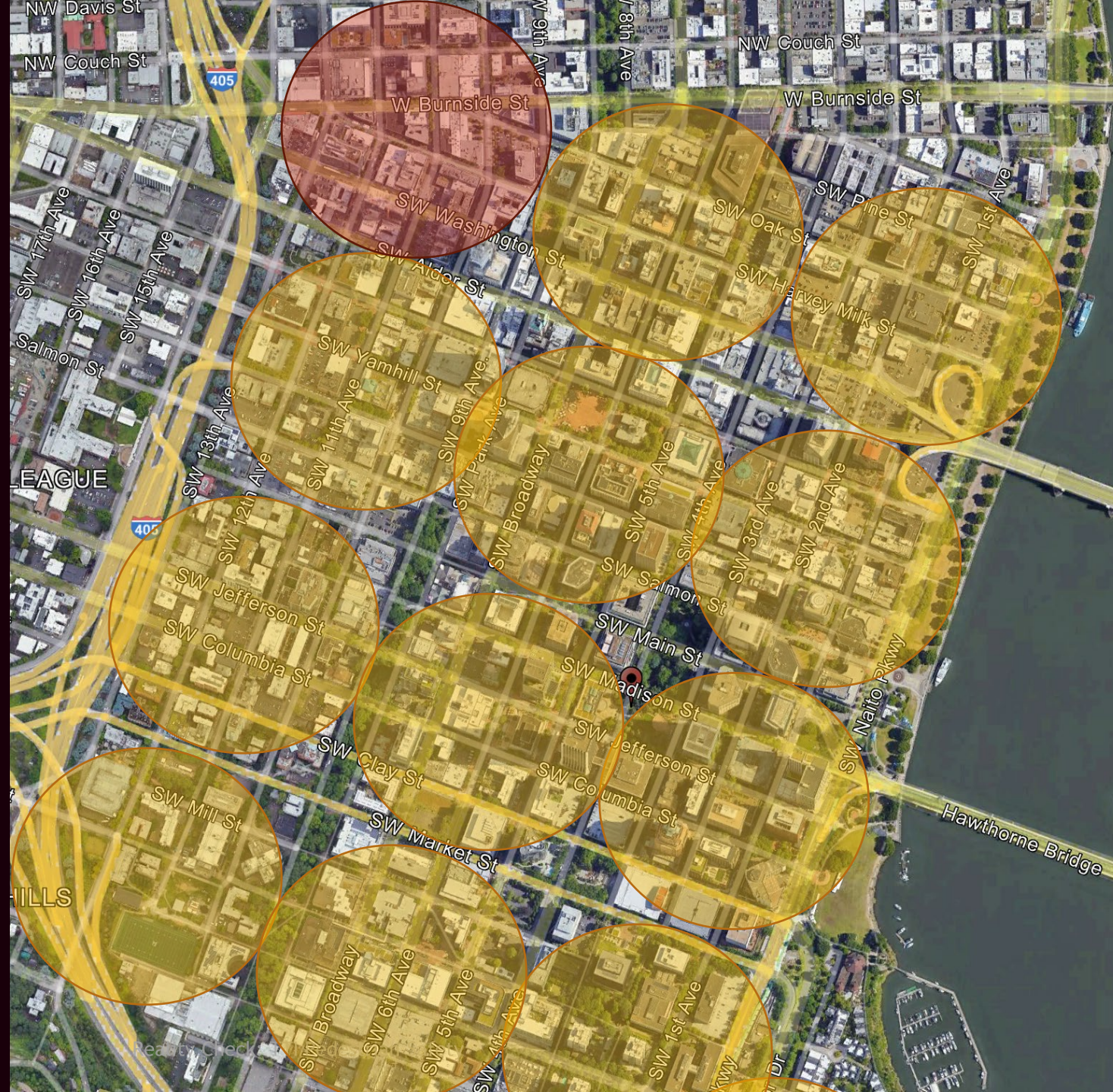








# Portland, OR





San Antonio

Travis Park

The Alamo

Historic Market Square

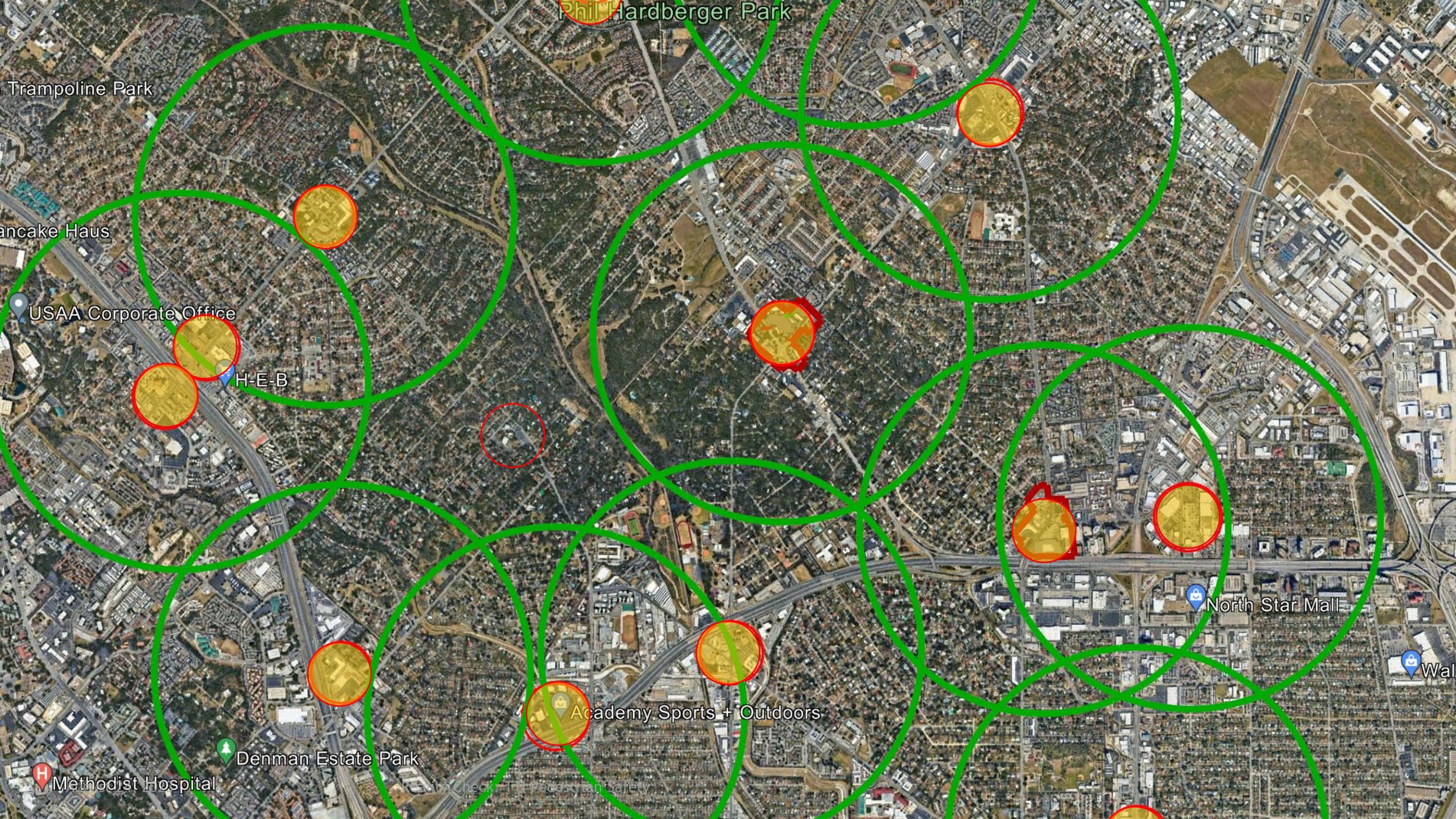
Boudro's on the Riverwalk

San Antonio River Walk



Alamodome





Phil Hardberger Park

Trampoline Park

Pancake Haus

USAA Corporate Office

H-E-B

Academy Sports + Outdoors

Denman Estate Park

Methodist Hospital

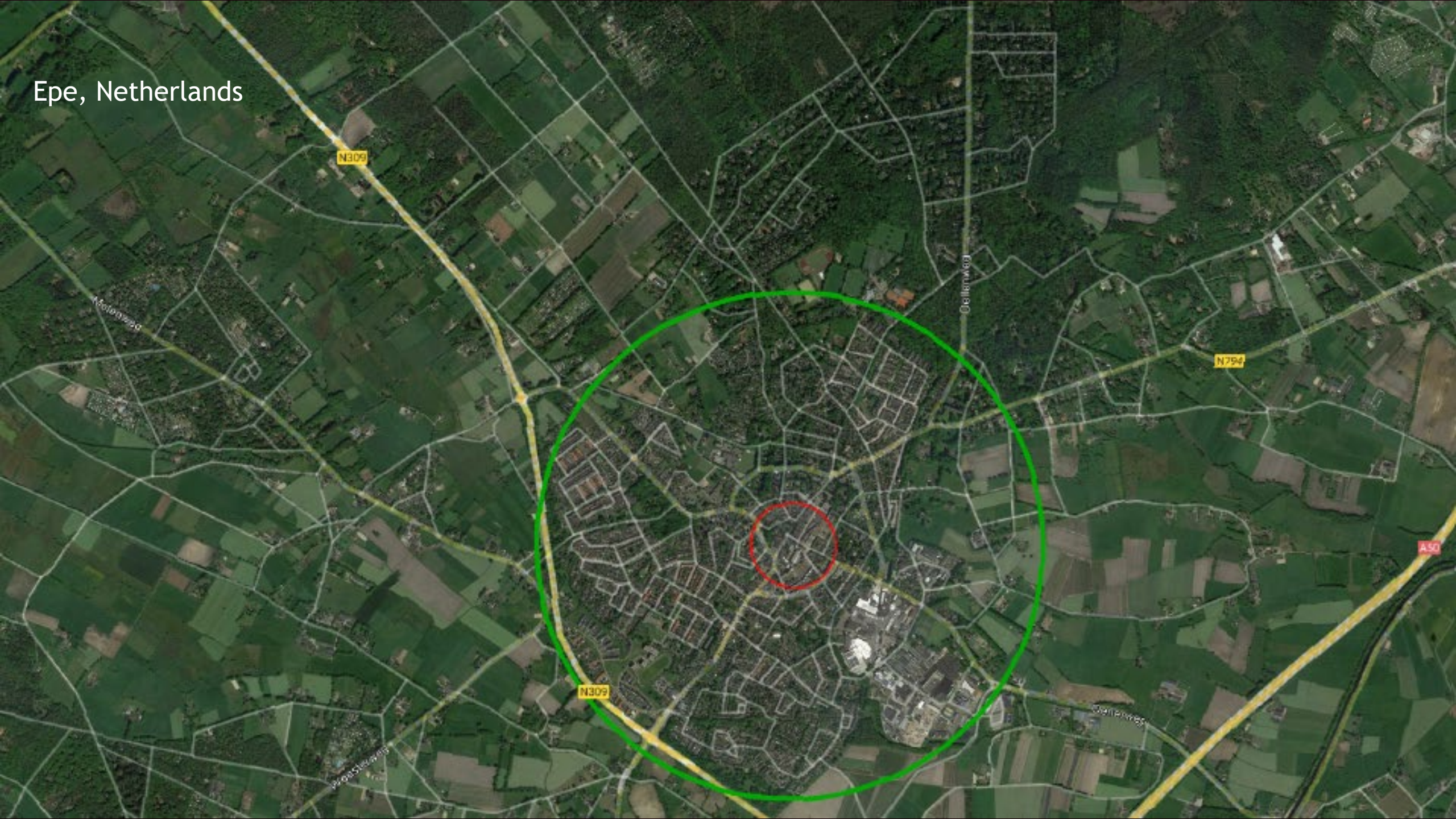
North Star Mall

Wal

Health Check: The Pediatrician Safety



# Epe, Netherlands



N309

Molenweg

Oellenweg

N794

A50

N309

Prooststeuweg

Dierikweg





# NETHERLANDS ENVY?

Some Dutch folks wish they were in Texas...



TONGEREN



en...

Witte Berken Natuurhotel

Wachtelenberg

Flonderpad Landgoed Tongeren

Paalt

Roompot Bospark De Schaapskooi

Ribhouse Texas Epe

gerensche Beek

Veluws Eethuis Wissel

HOGELAND  
Hoge Land

Recreatiepark de Veldkamp

Molenweg

N309

N309

Tongerenseweg

Hoofdstraat

se Veen

WISSEI

Klaarb

BURGERENK

Albert Heijn



TONGEREN

25-35'



X

en...

Wachtelenberg

Vlonderpad Lanegoed Tongeren

gerensche Beek

Recreatiepark de Ve

se Veen



45'

Ribhouse Texas Epe

N309

N309

Tongerenseweg

HOGELAND  
Hoge Land

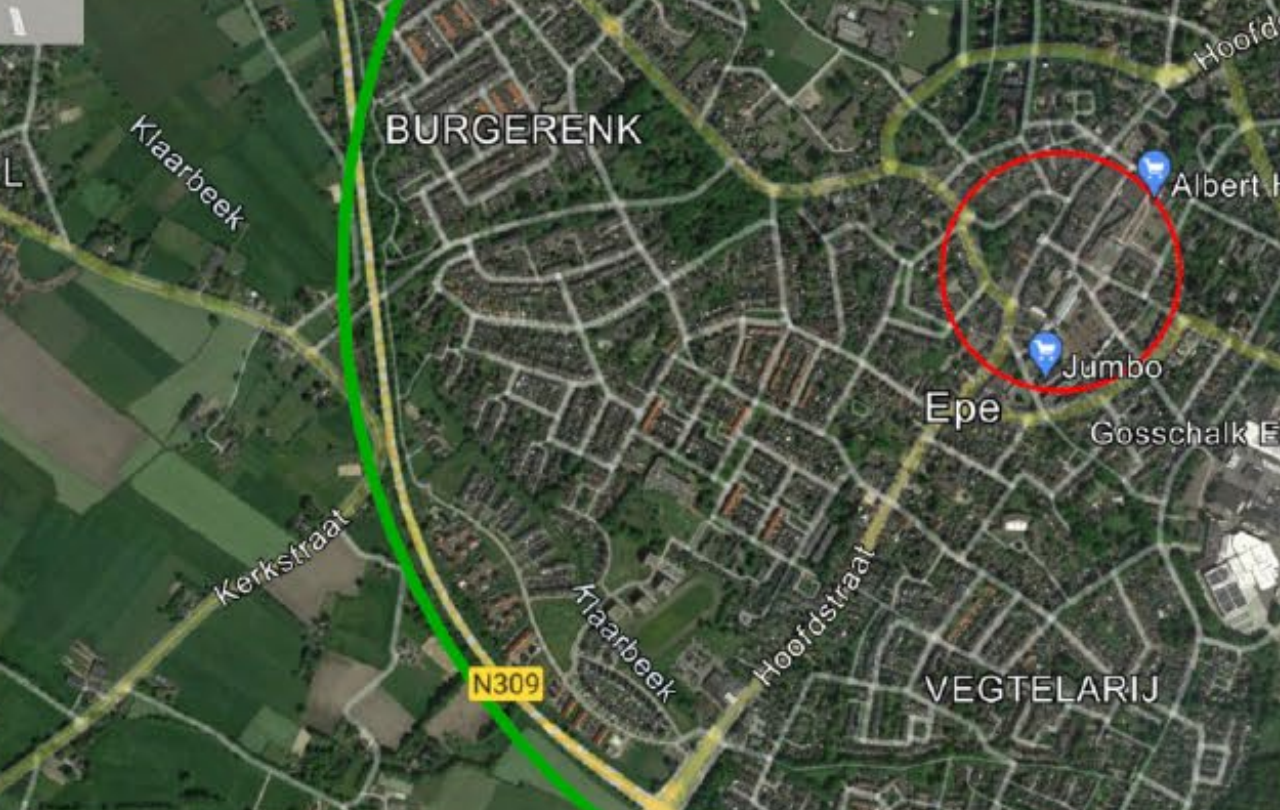
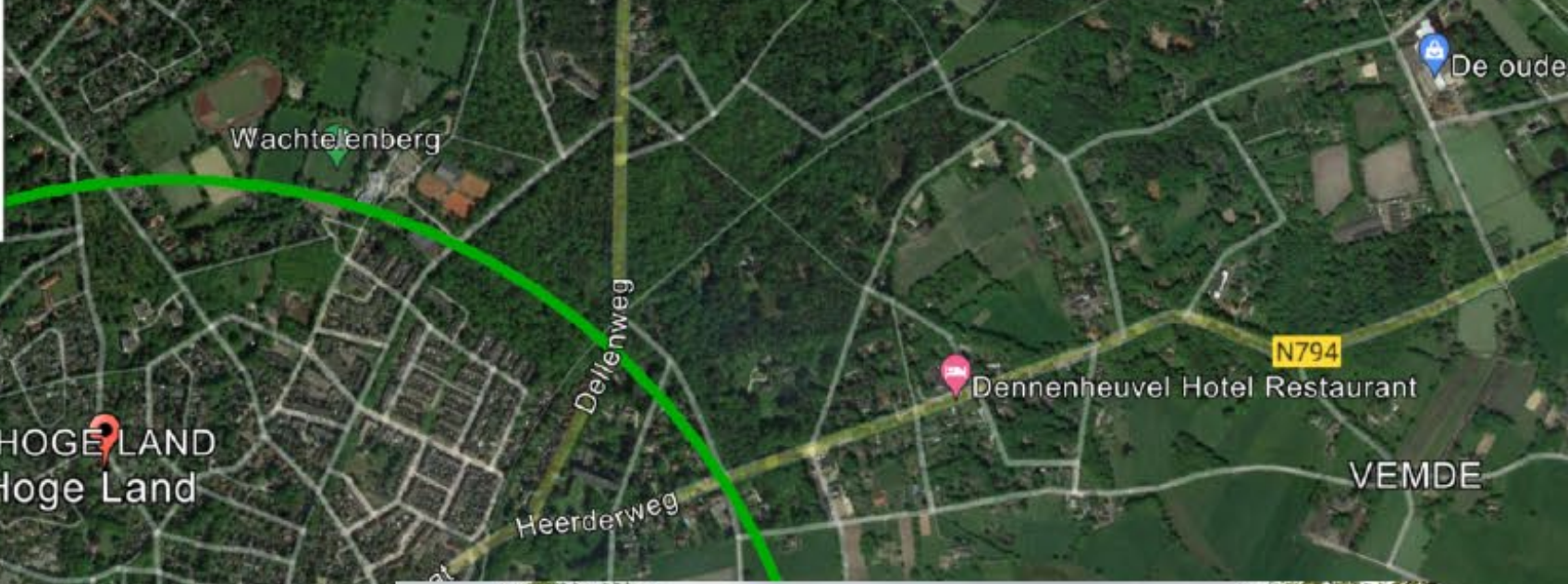
Hoofdstraat

WISSEI

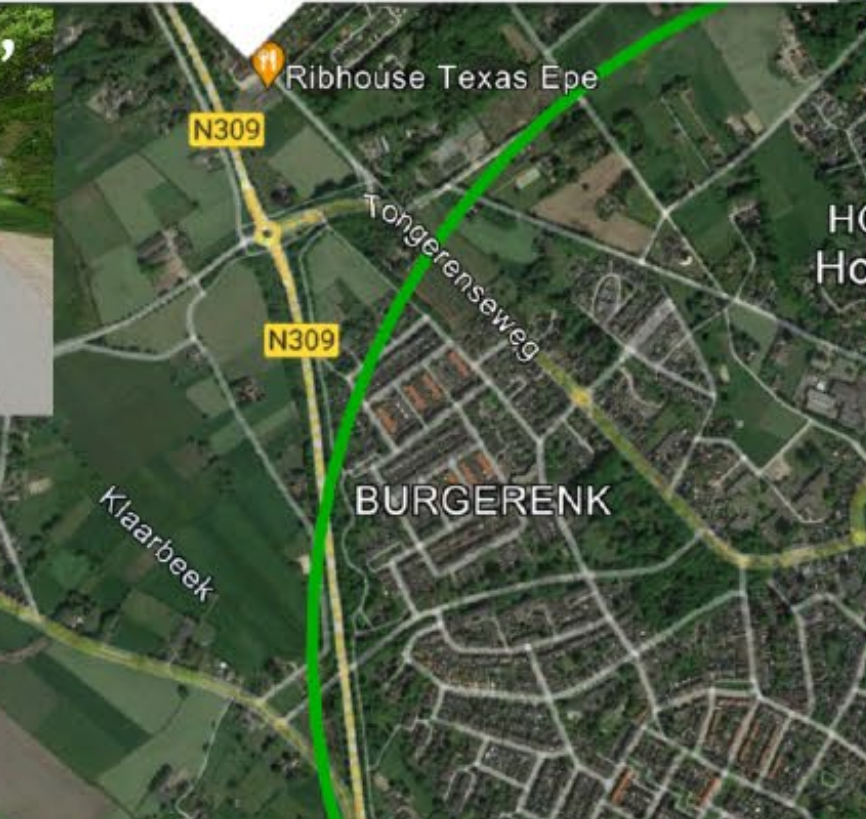
Klaari

BURGERENK

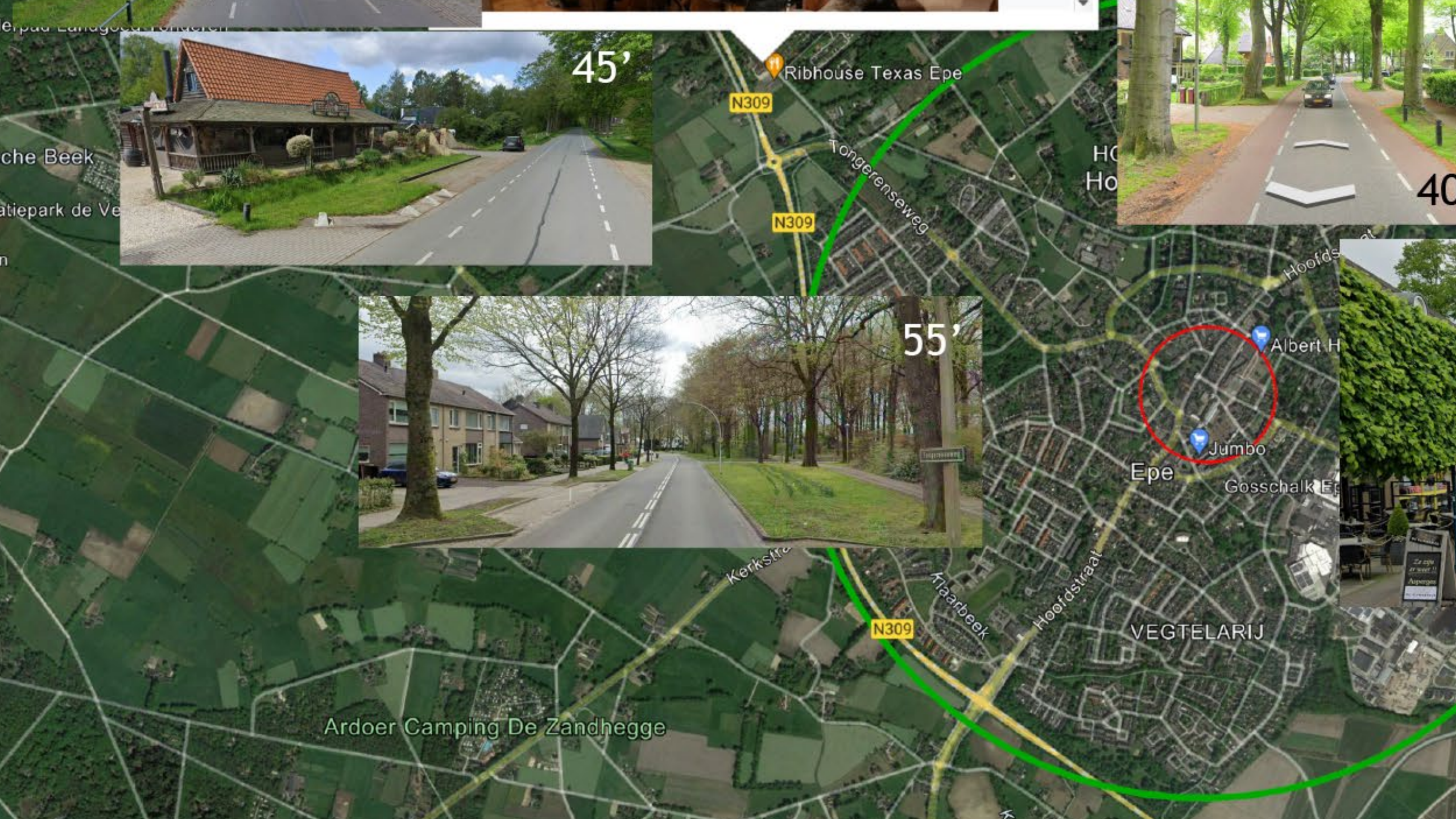












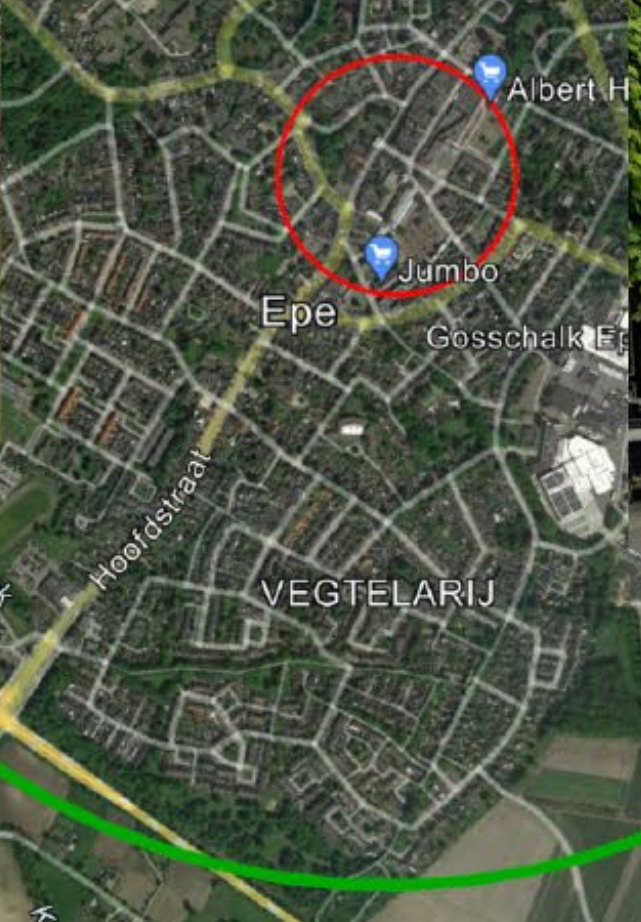
45'



40



55'



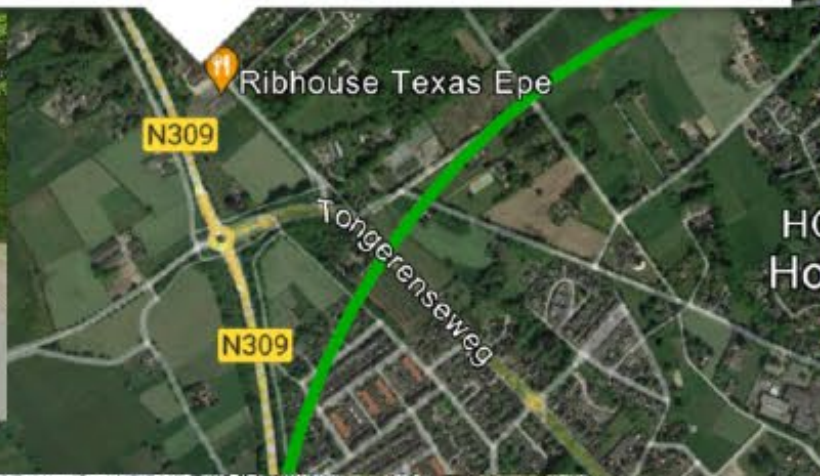
Ardoer Camping De Zandhegge



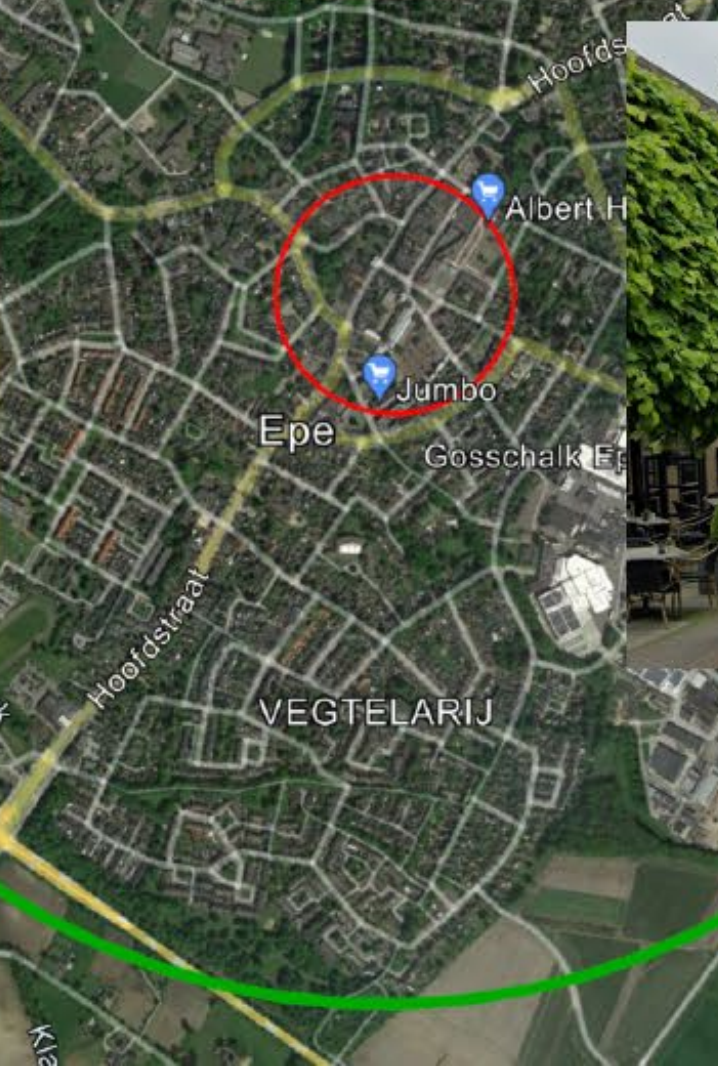
gerensche Beek  
Recreatiepark de Ve  
se Veen



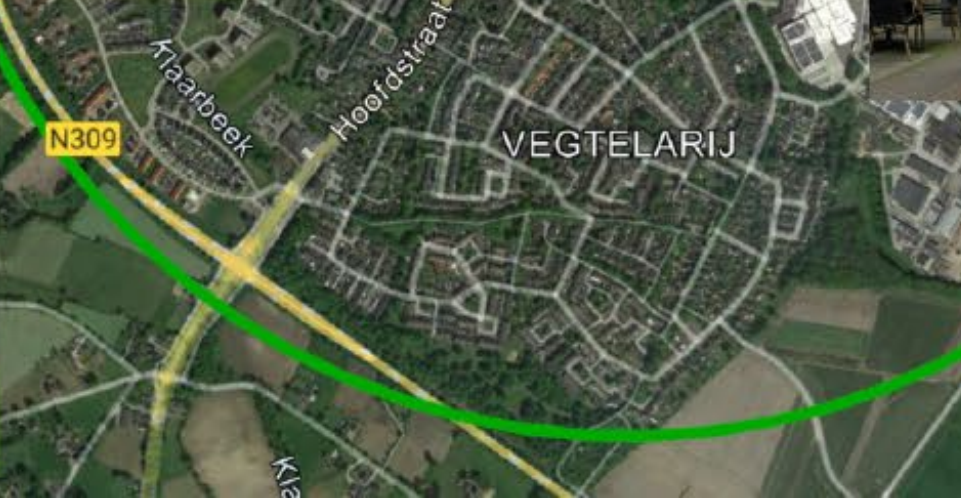
45'



55'



49'







house Texas Epe

HO  
HO

40'

N794

Dennenheuvel Hotel Restaurant

VEMDE

55'

Epe

Jumbo

Albert H

Gosschalk E

20'

A50

EN

N309

VEGTELARIJ

GAMMA bouwmarkt

170'



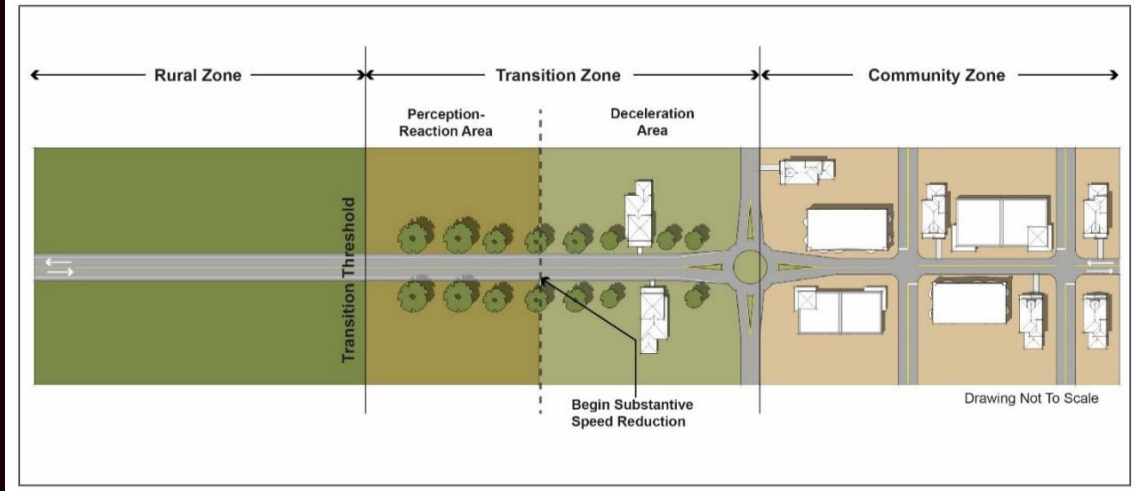
# Transitions are key

TRANSITION BETWEEN CONTEXTS

TRANSITIONS OVER TIME

## TRANSITION ZONES

Figure 202.4.2 Transition Zone from C1/C2 to C2T Context Classification



## GATEWAY TREATMENTS (SEE NACTO)



August 24, 2023

Reality Check: TTI Pedestrian Safety



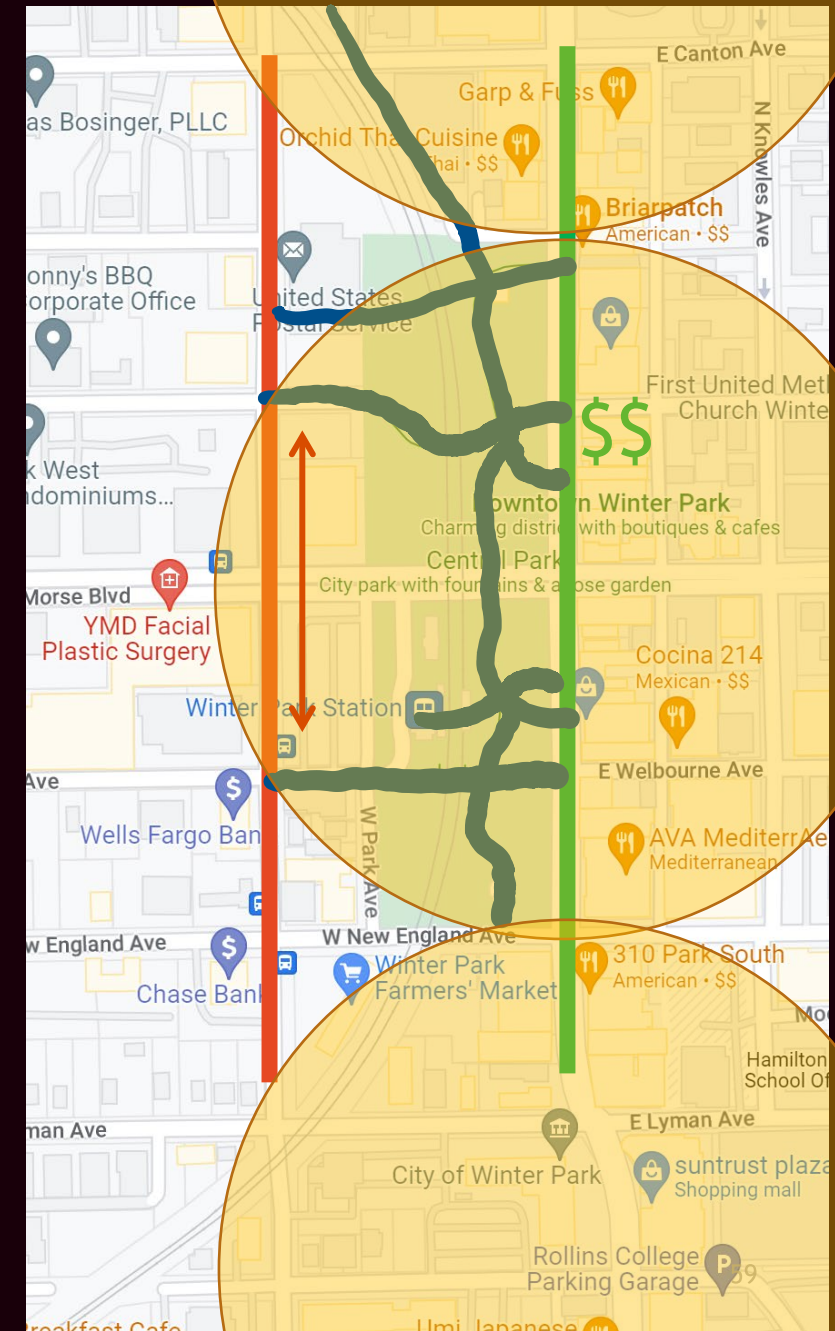


# Transitions are key

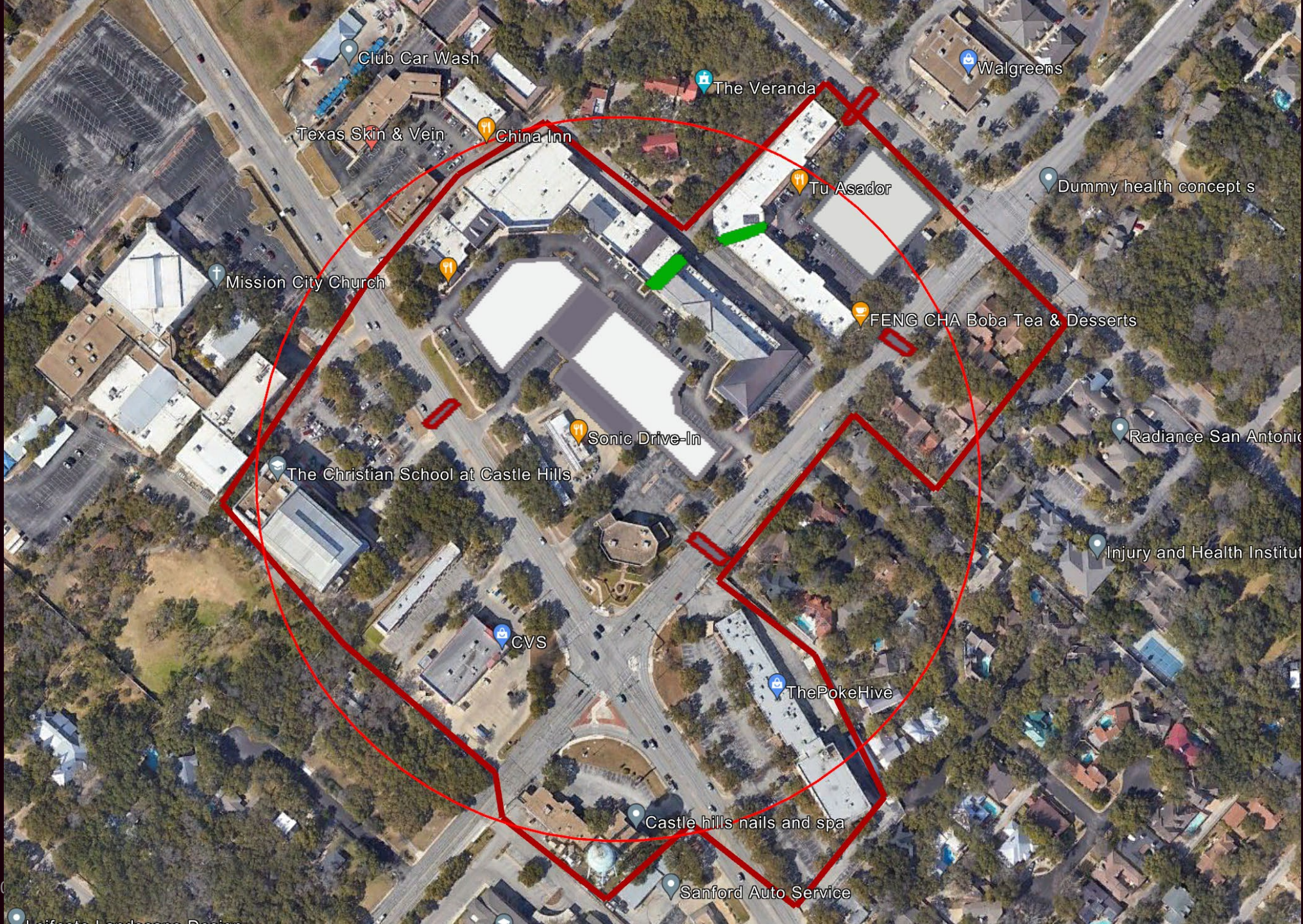
## TRANSITION OVER TIME

- Corridor retrofits
  - Transitioning Problems down...
  - Changing the land use
- Multimodal networks
  - Mode connectivity at the right scale
  - Money street vs. movement street
- Land development code changes
  - Network is your friend. Jog if you need to break up sight lines.
- New development changes
  - Build the entryways and transition zones into the project

MOVEMENT STREET MONEY STREET









# Reality check your own political pressure

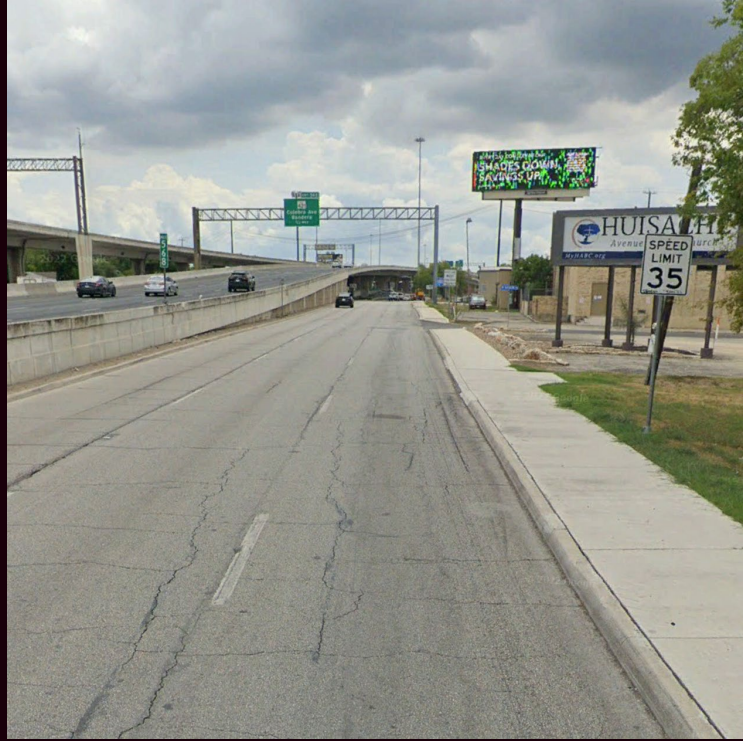
DOES THIS HAVE THE LAND USE TO GET PEOPLE HERE?



90' wide  
0 doors/100'  
550' BL = 43 mph

August 24, 2023

WHAT WILL THE SPEED REALLY BE?



85' wide  
0 doors = 41 mph  
270' BL

WHAT ARE MY OPTIONS? RELOCATE? TRANSITION?



Where can I make paths into neighborhoods? Midblock crossings? Redevelopment?



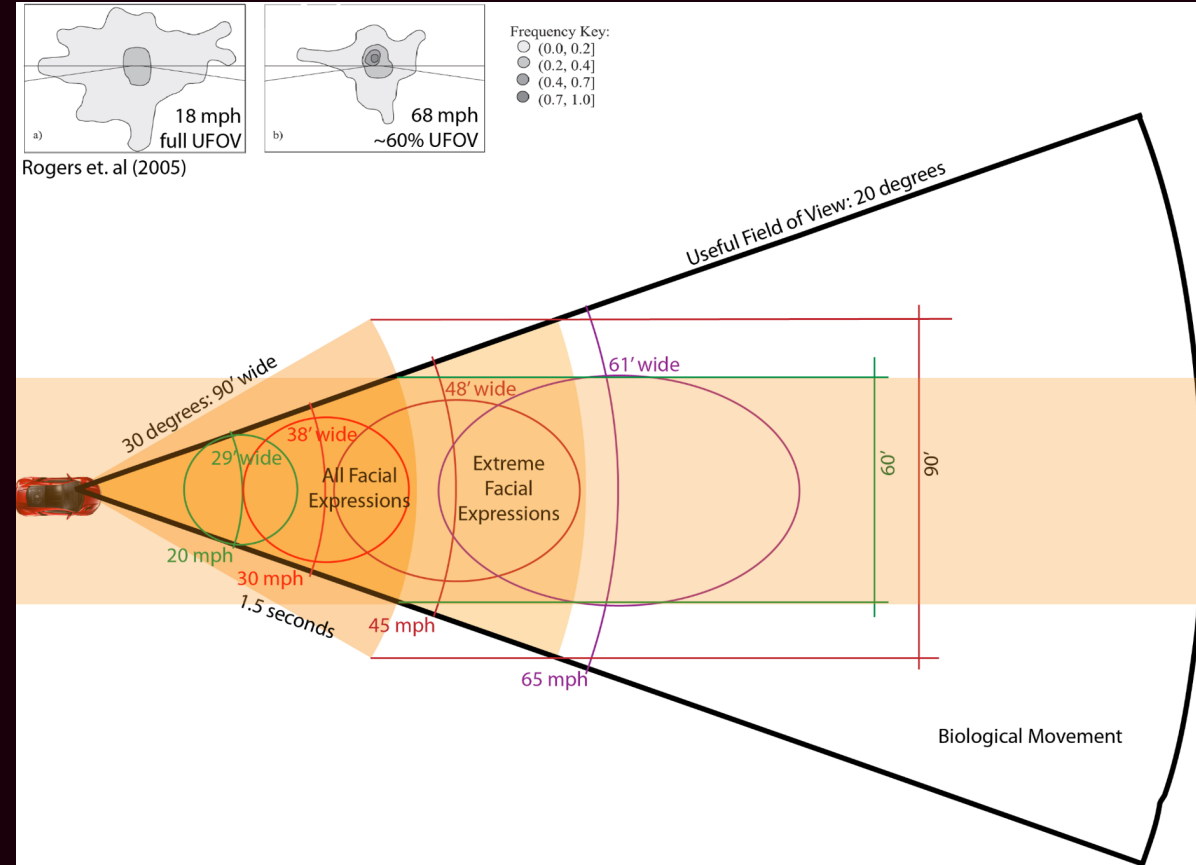
Many thanks to FDOT and the UCF  
 Transportation Econometric Modeling Group



DeWayne Carver



Dr. Naveen Eluru



Dr. Peter Hancock



Dr. Sudipta dey Tirtha



Md Istiak Jahan



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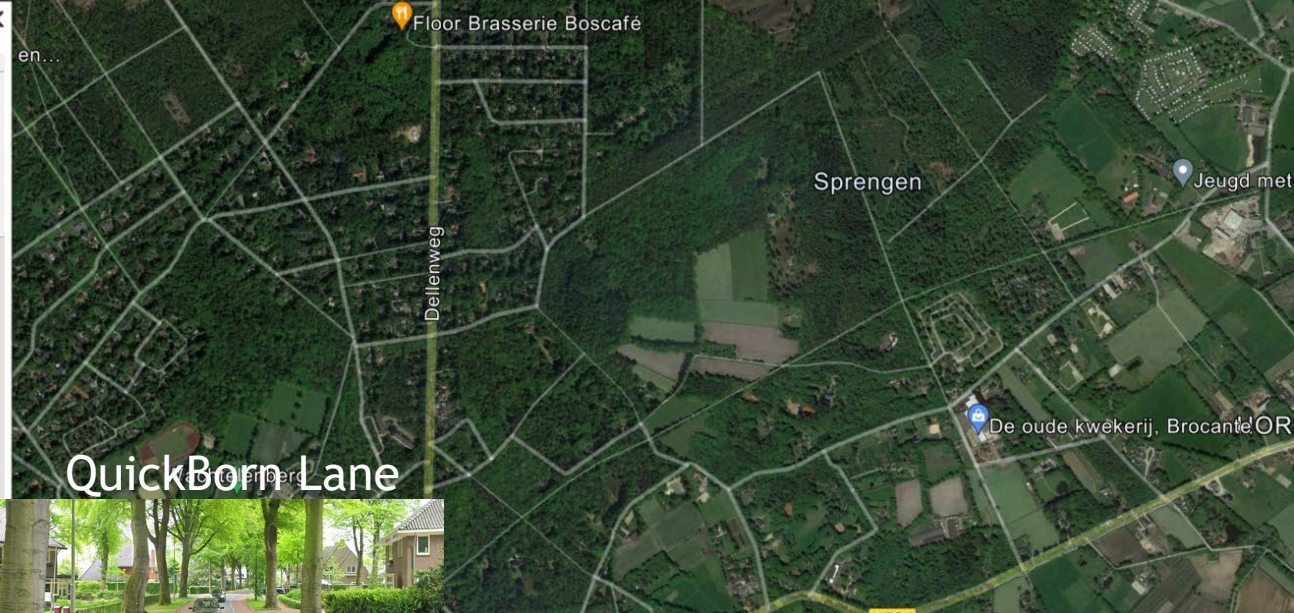




TONGEREN



25-35'

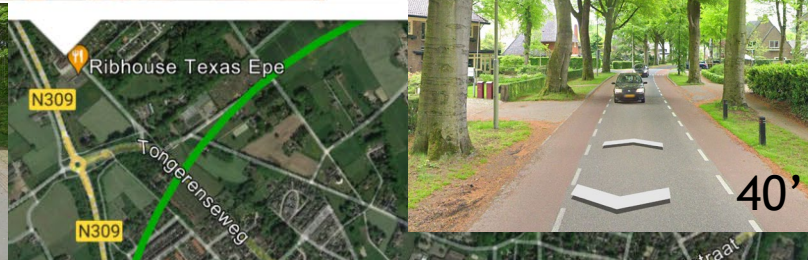


QuickBorn Lane

Vlonderpad Landgoed Ton  
gerensche Beek  
Recreatiepark de Veldkam  
se Veen



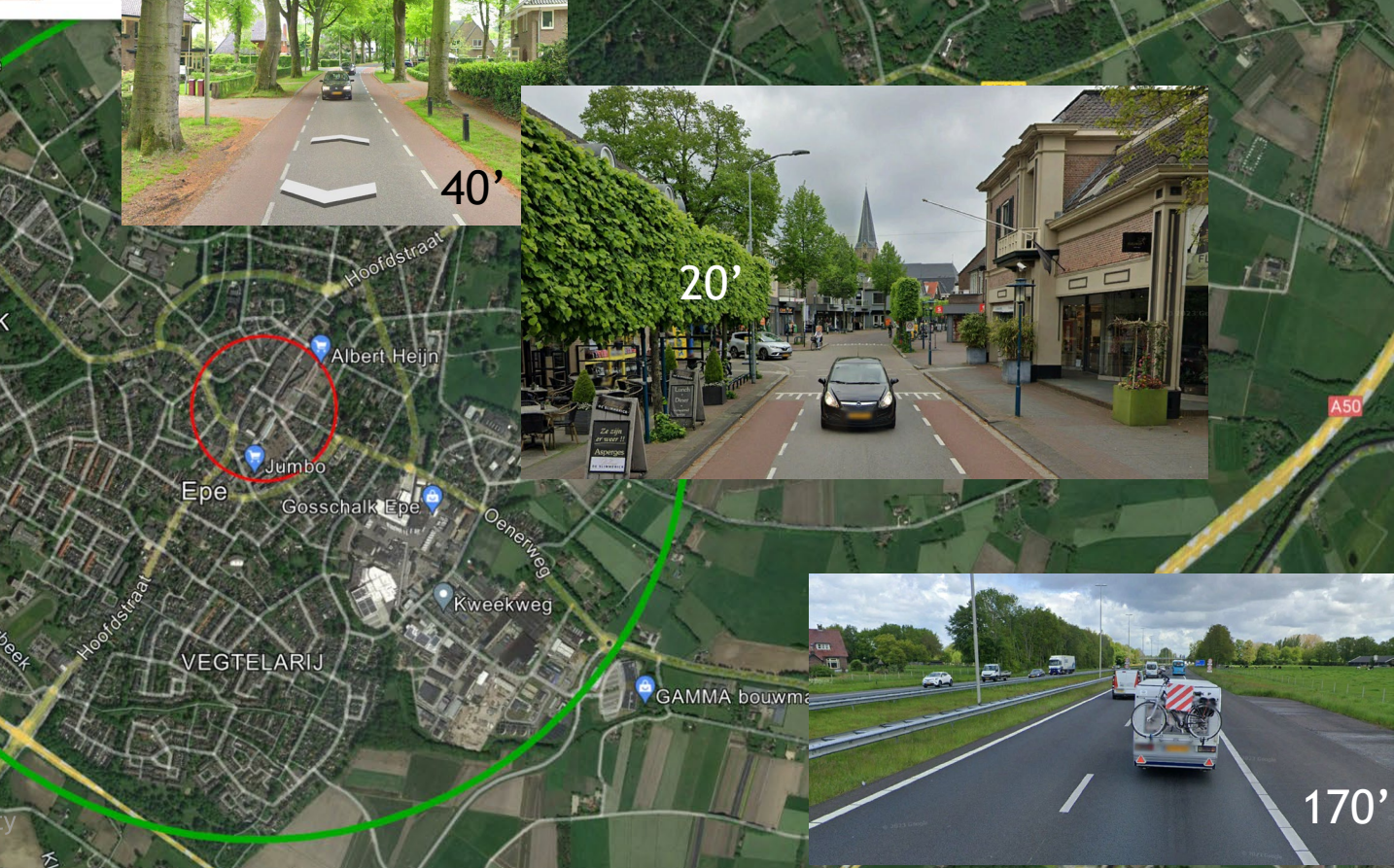
45'



40'



55'



20'



49'



170'

August 24, 2023