

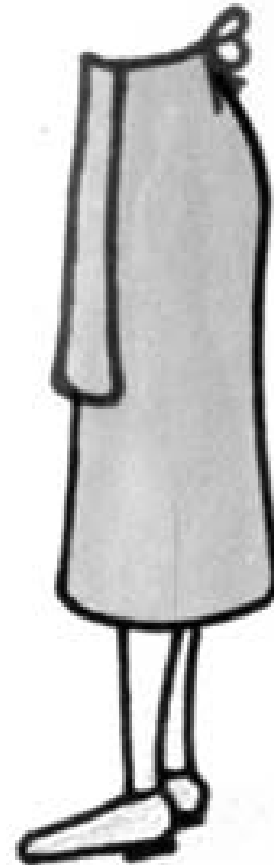
HIGHWAY CAPACITY MANUAL

Special Report 209

TRANSPORTATION RESEARCH BOARD
National Research Council

TRB

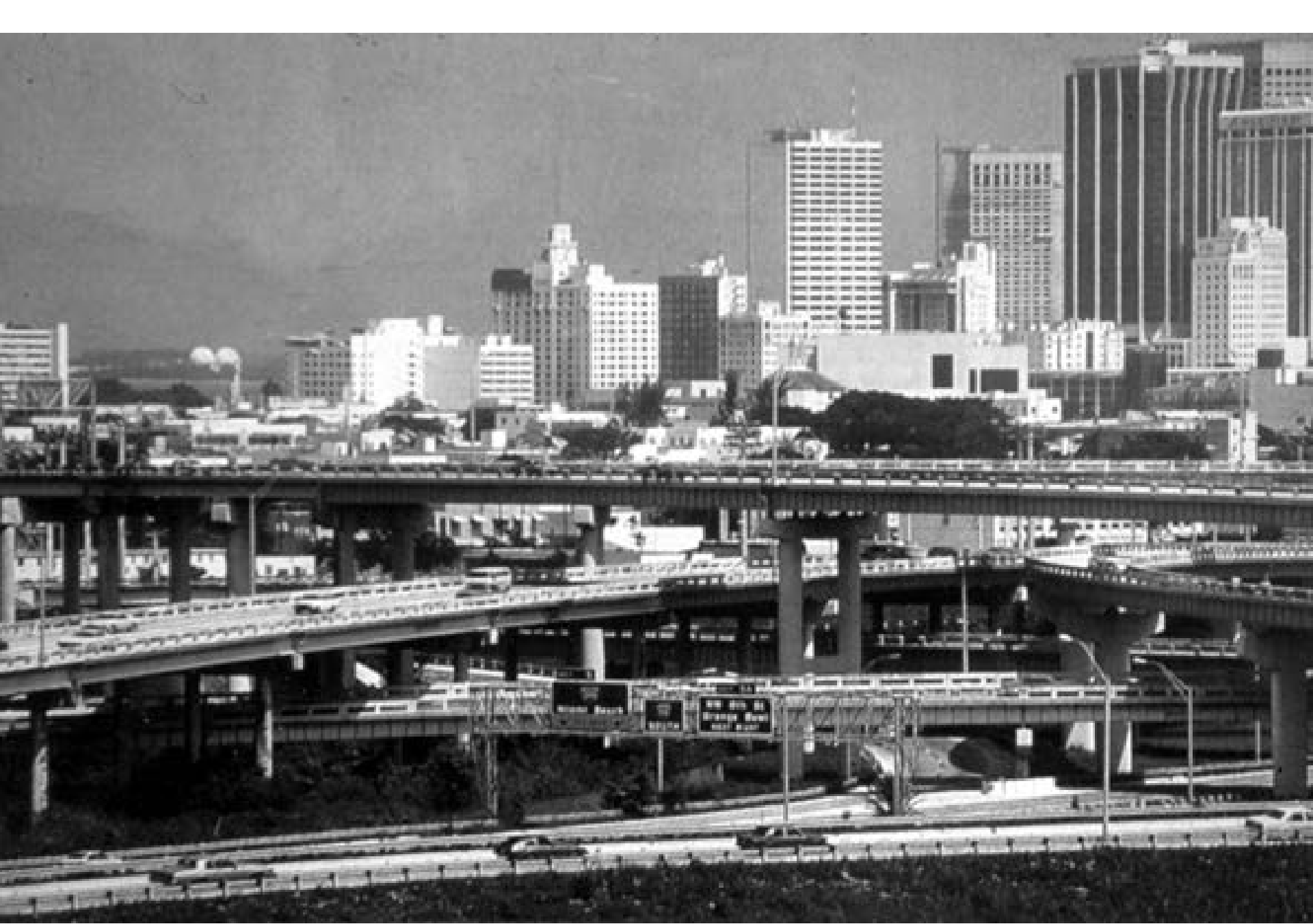
DEAR, YOU CAN'T
BE A POLICE MAN.
YOU'RE A GIRL.



CHOICE OF LANGUAGE
(SHOWING BIAS, CREATING BIAS)

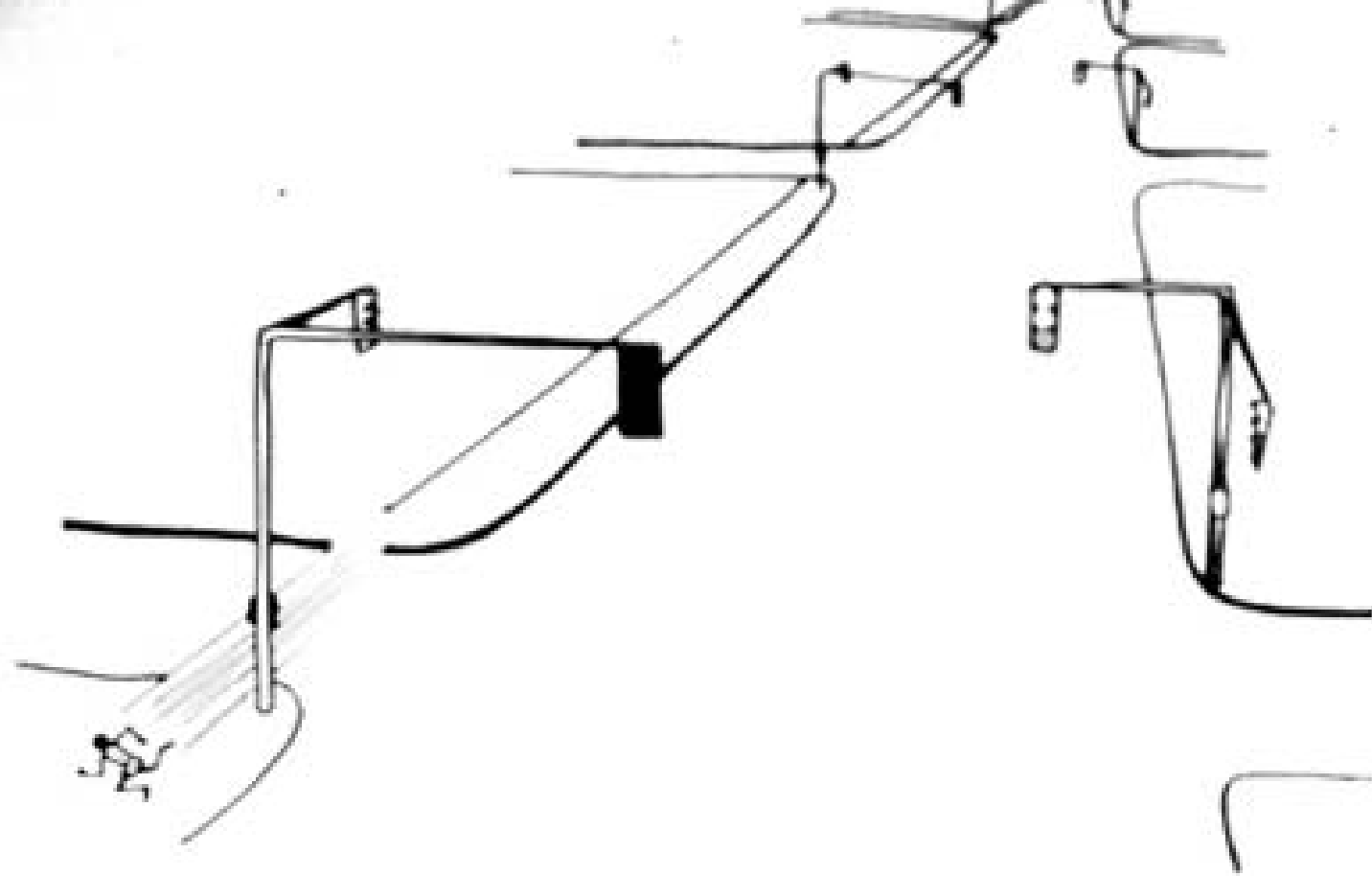
ONCE YOUR
STREET IS *IMPROVED*, THE
CURB WILL BE RIGHT
HERE



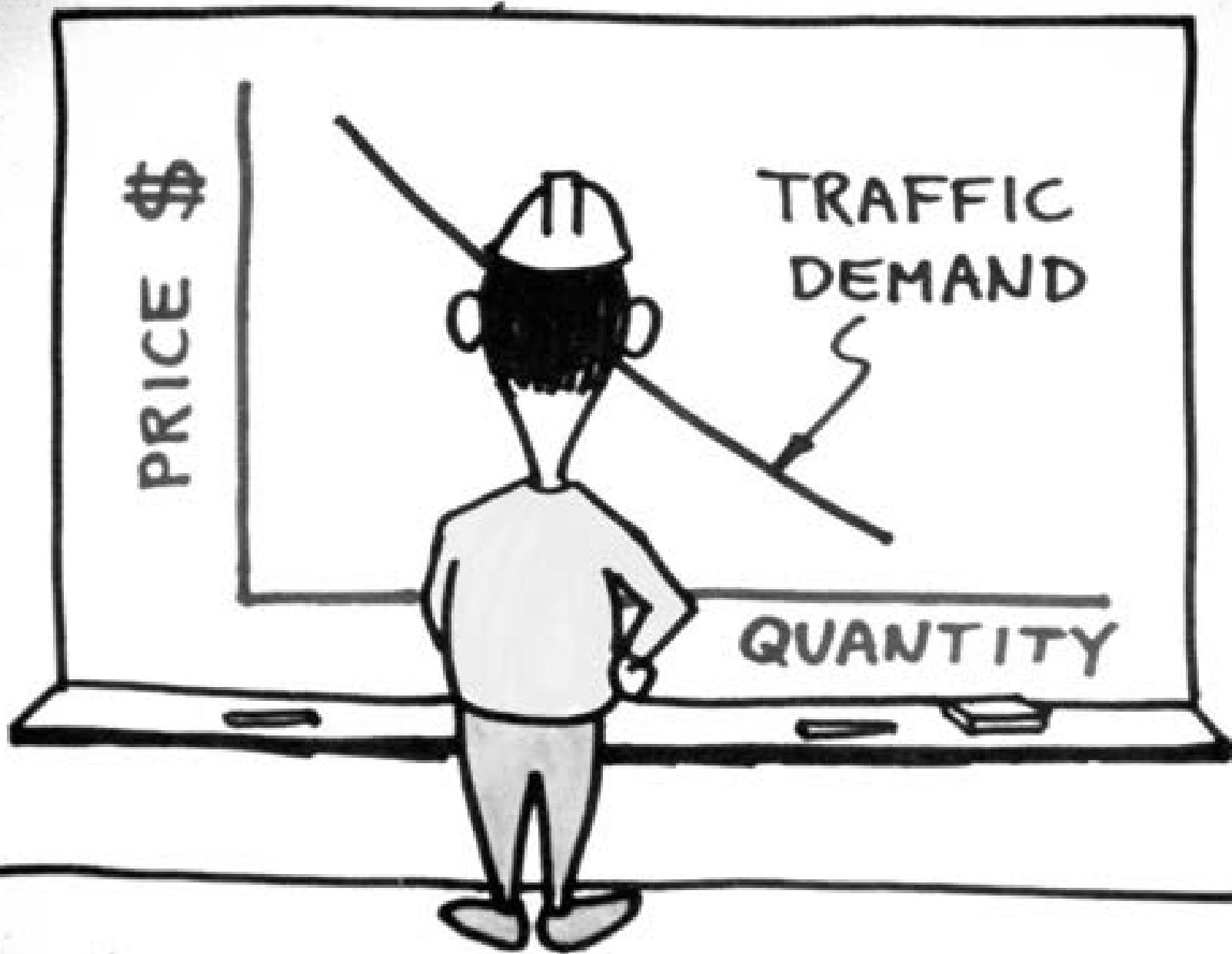


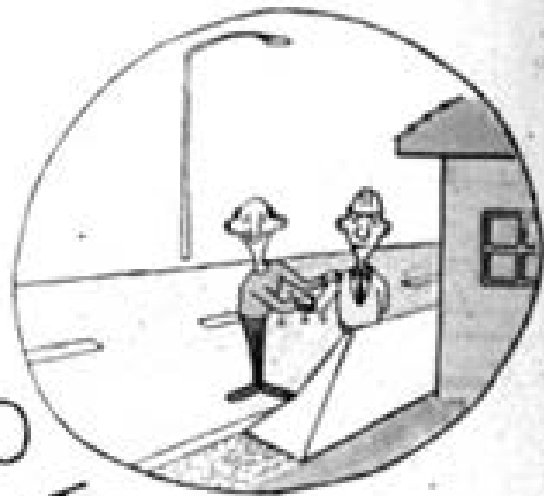
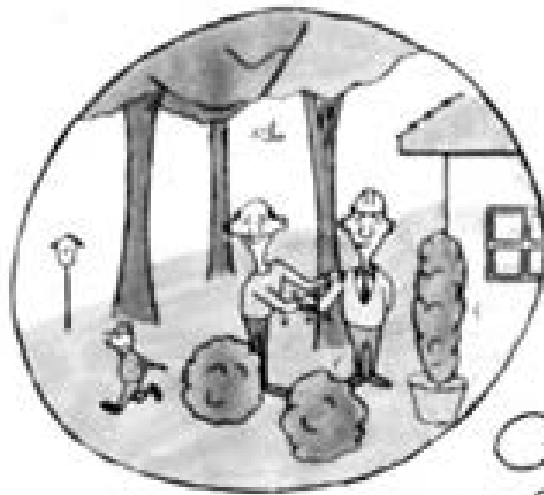
**UPGRADES? SURE IT'S GOT
PLENTY. EVEN THE STREET
GOT *UPGRADED* TO AN ARTERIAL
JUST THE OTHER DAY.**





SCOTT KNEW THAT THE
SIGNALS WERE TIMED TO ALLOW
FOR THE SMOOTH FLOW OF TRAFFIC
MOVING AT 25 MPH (40 Km/h)





**... AND THEY AGREED
THAT PROTECTING THE RIGHT OF
WAY NEXT TO JOE'S HOUSE
WAS A GOOD IDEA**

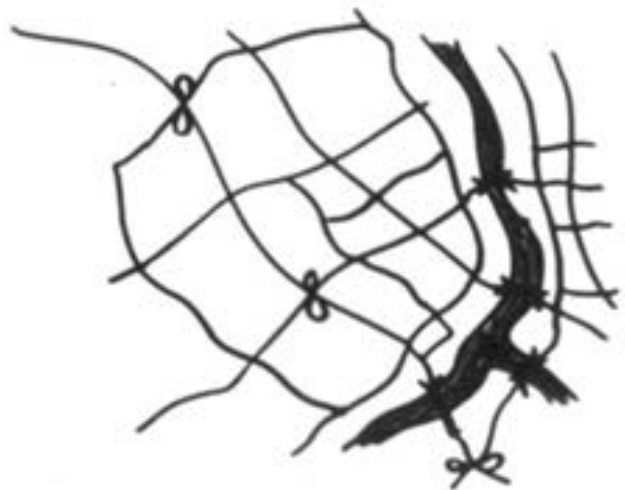
WE HAVE
HAD ABOUT 30,000
ACCIDENTS IN THE COUNTY
EVERY YEAR FOR THE PAST
FIVE YEARS

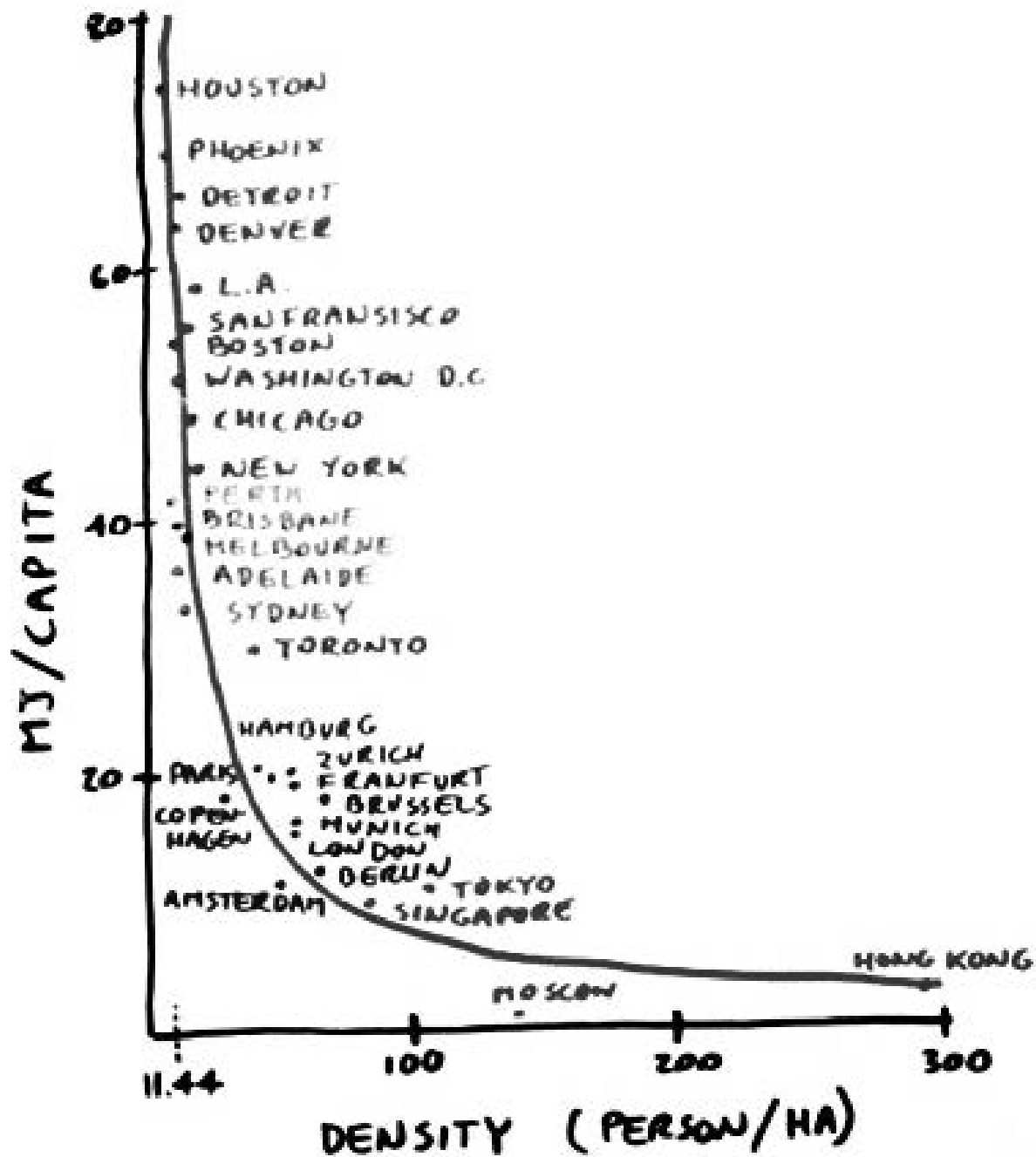




TO MAKE THIS MORE
EFFICIENT, SHOULD I ADD TWO MORE
OR FOUR MORE LANES ?

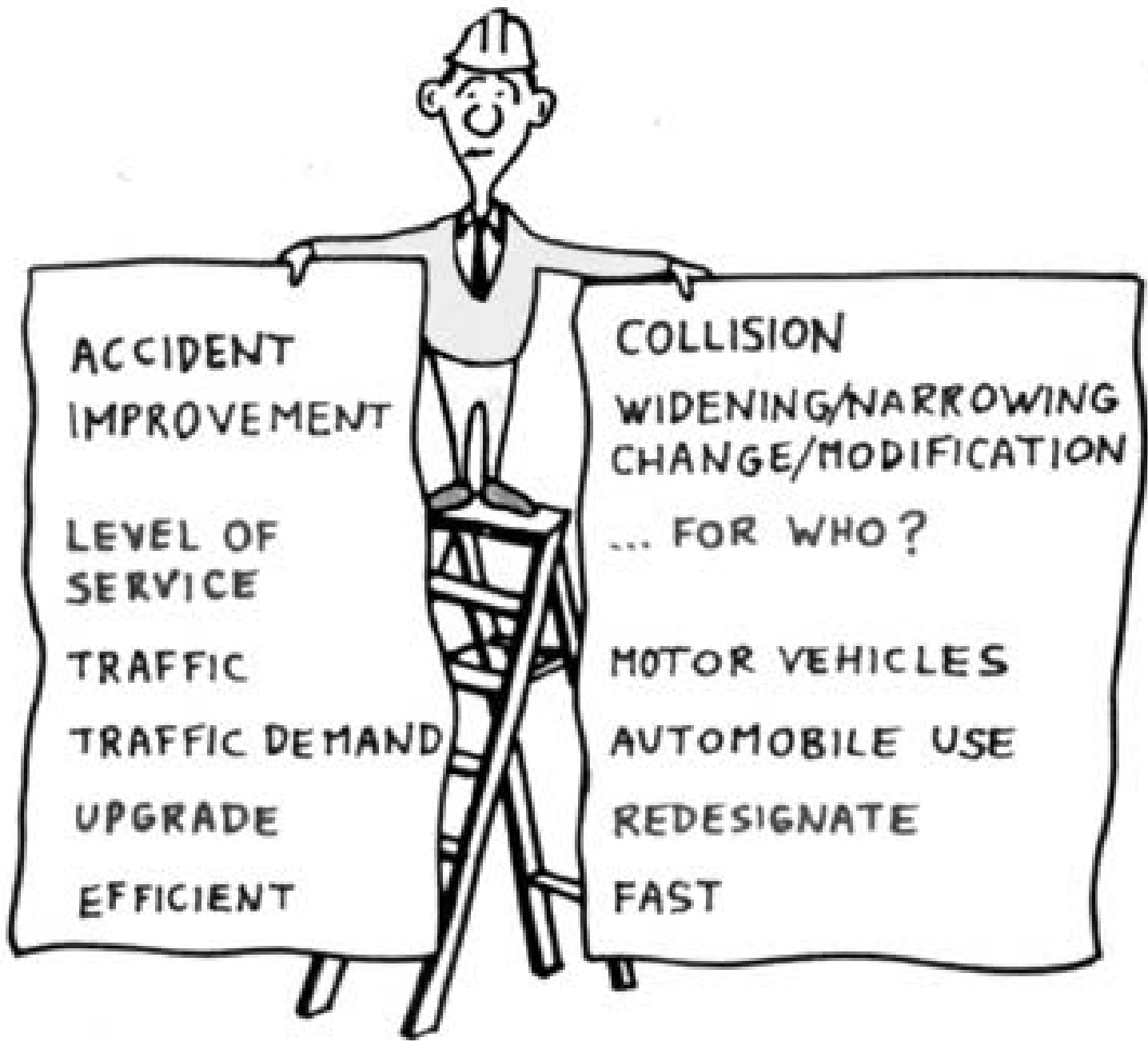
EFFICIENCY?







CAPACITY OF
STREETS



ACCIDENT
IMPROVEMENT

LEVEL OF
SERVICE

TRAFFIC

TRAFFIC DEMAND

UPGRADE

EFFICIENT

COLLISION
WIDENING/NARROWING
CHANGE/MODIFICATION

... FOR WHO?

MOTOR VEHICLES

AUTOMOBILE USE

REDESIGNATE

FAST

THE IMPROVEMENTS TO THE INTERSECTIONS
AND THE UPGRADING OF THE ROAD TO FOUR LANES
WILL NOT ONLY ENHANCE THE CAPACITY TO MEET FUTURE
TRAFFIC DEMANDS, BUT THE LEVEL OF SERVICE
WILL IMPROVE FROM "D" TO "B".

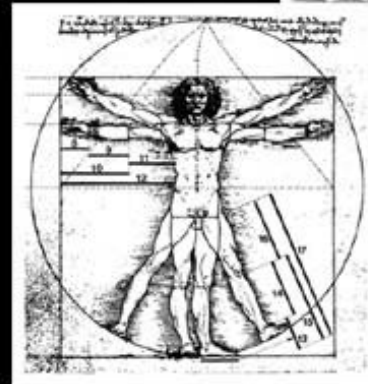


TRANSPORTATION PROFESSIONALS

(NEED TO BE AND APPEAR TO BE UNBIASED)

THE CHANGES TO THE INTERSECTIONS AND
ADDING TWO AUTOMOBILE LANES WILL ACCOMMODATE
THE ADDITIONAL AUTOMOBILE TRAFFIC THAT WE FORECASTED.
THE LEVEL OF SERVICE FOR AUTOMOBILE USERS WILL INCREASE
FROM "D" TO "B" DURING THE WEEKDAY PEAK HOUR
OF AUTOMOBILE USE.





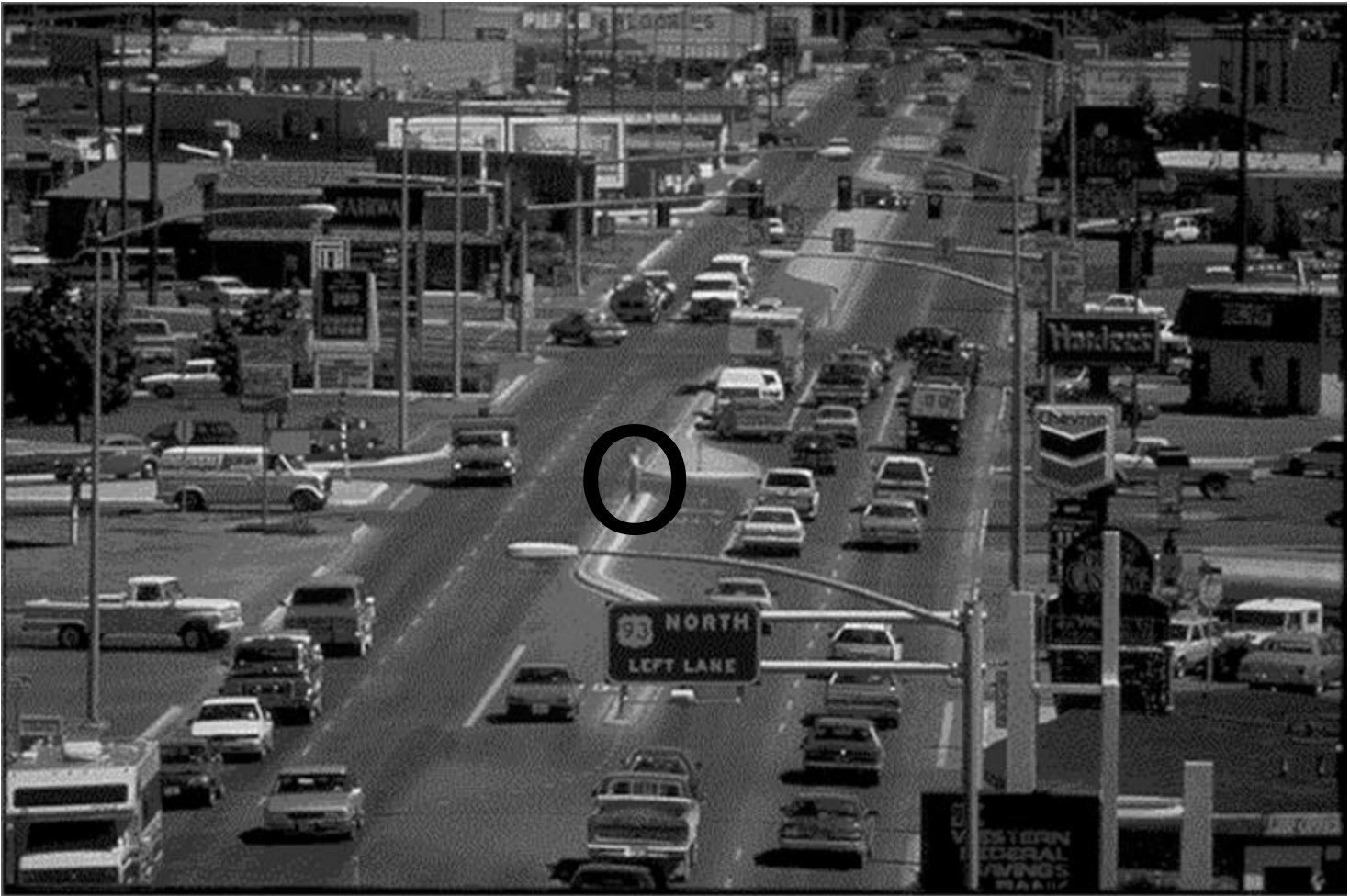














VISION





WHY DO CITIES
EXIST ?









JEWELRY REPAIR
WATCHMAKING

*The Hungry I
Restaurant*
Old Time Diner

SCOUTLAND
WALKER

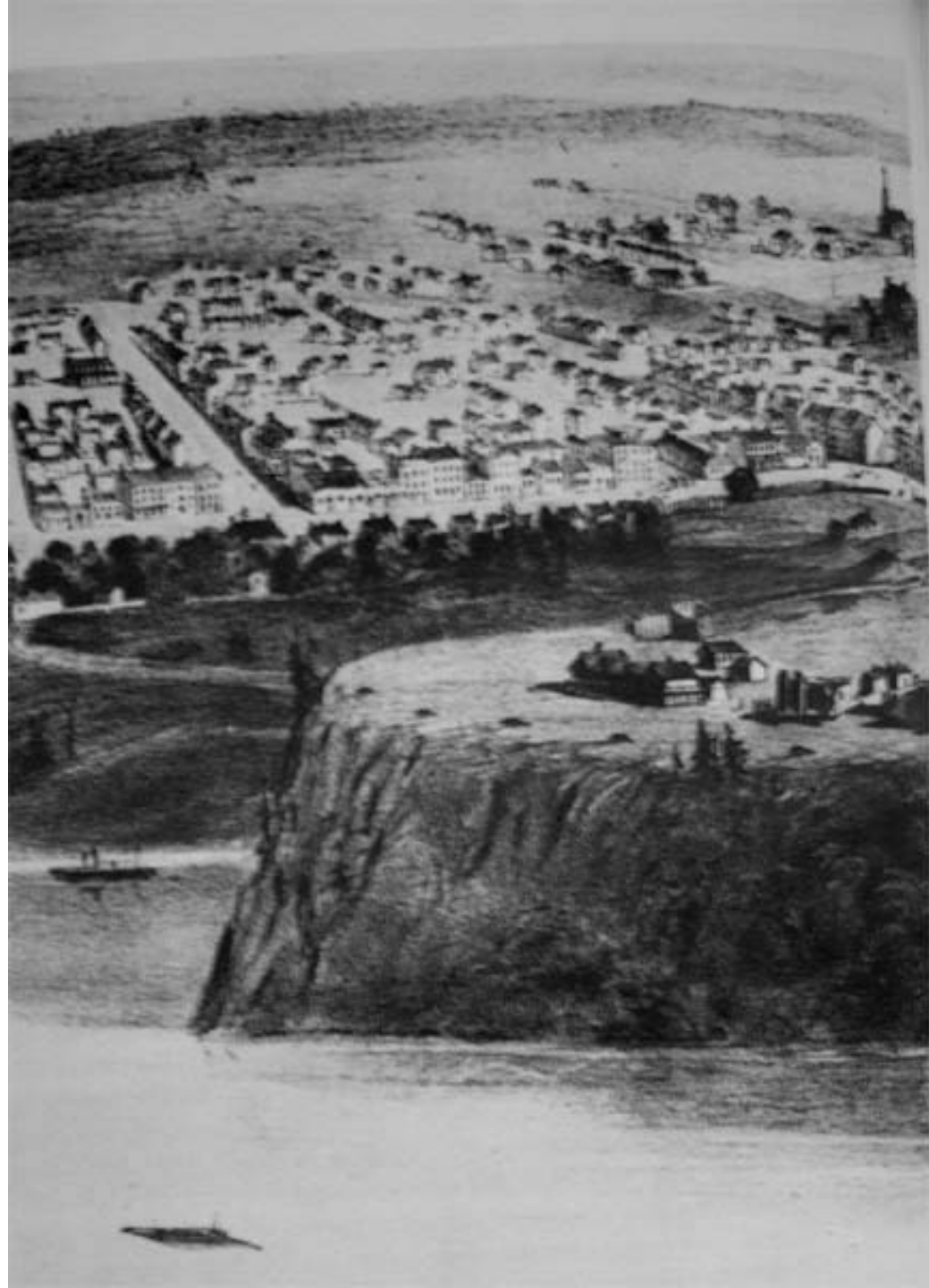
KINDS
PIZZA
SUBS

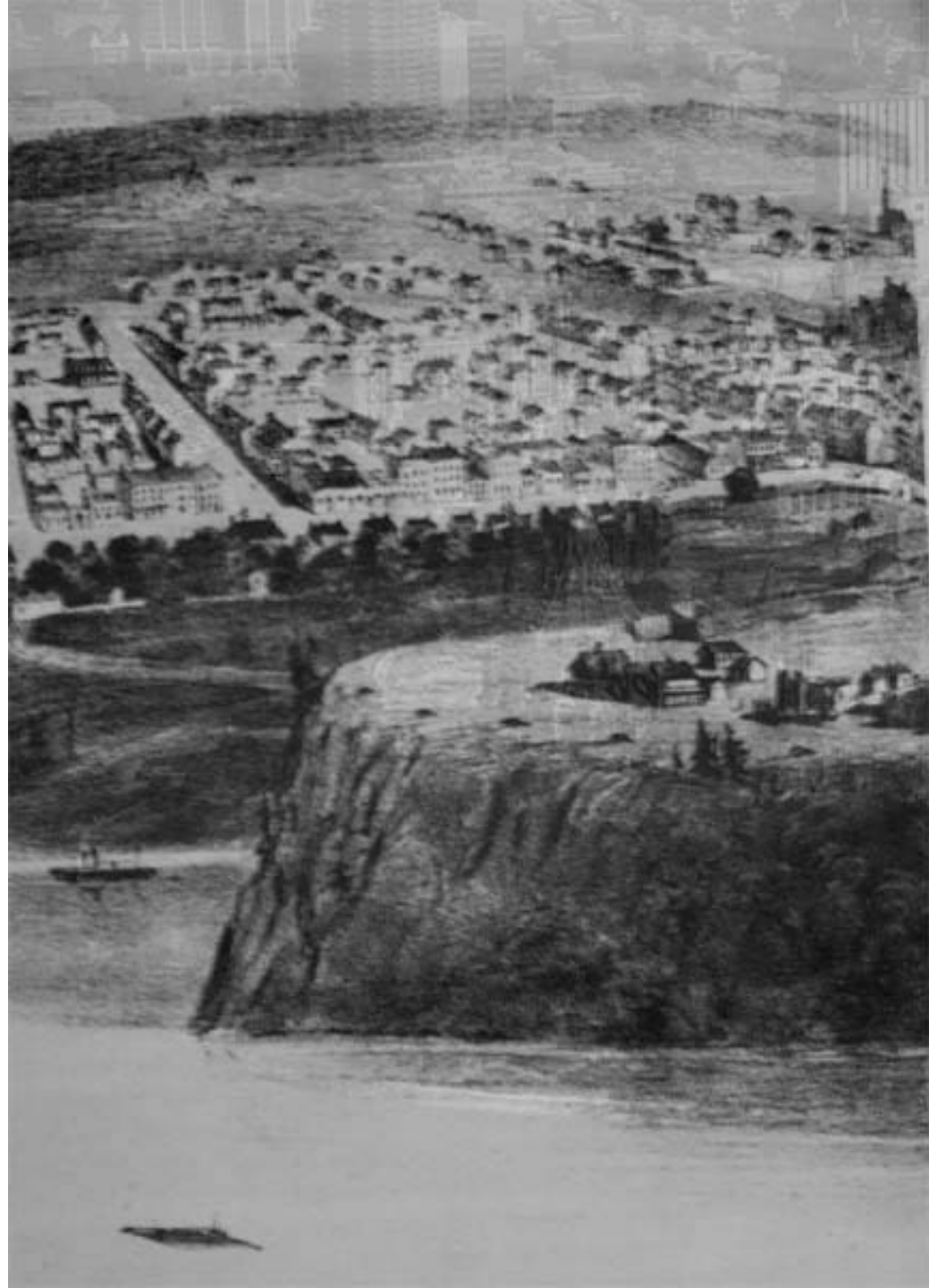
596 001

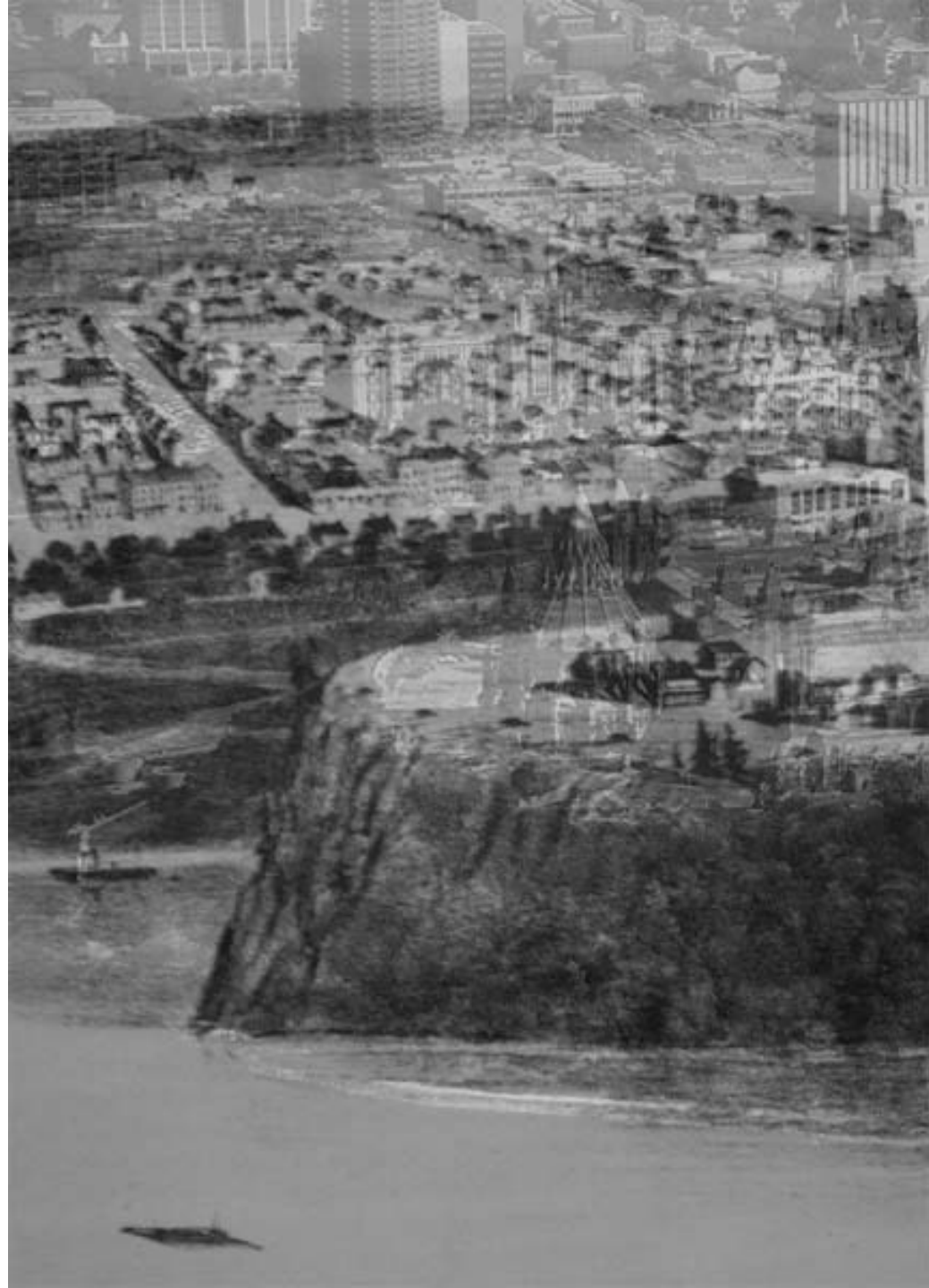


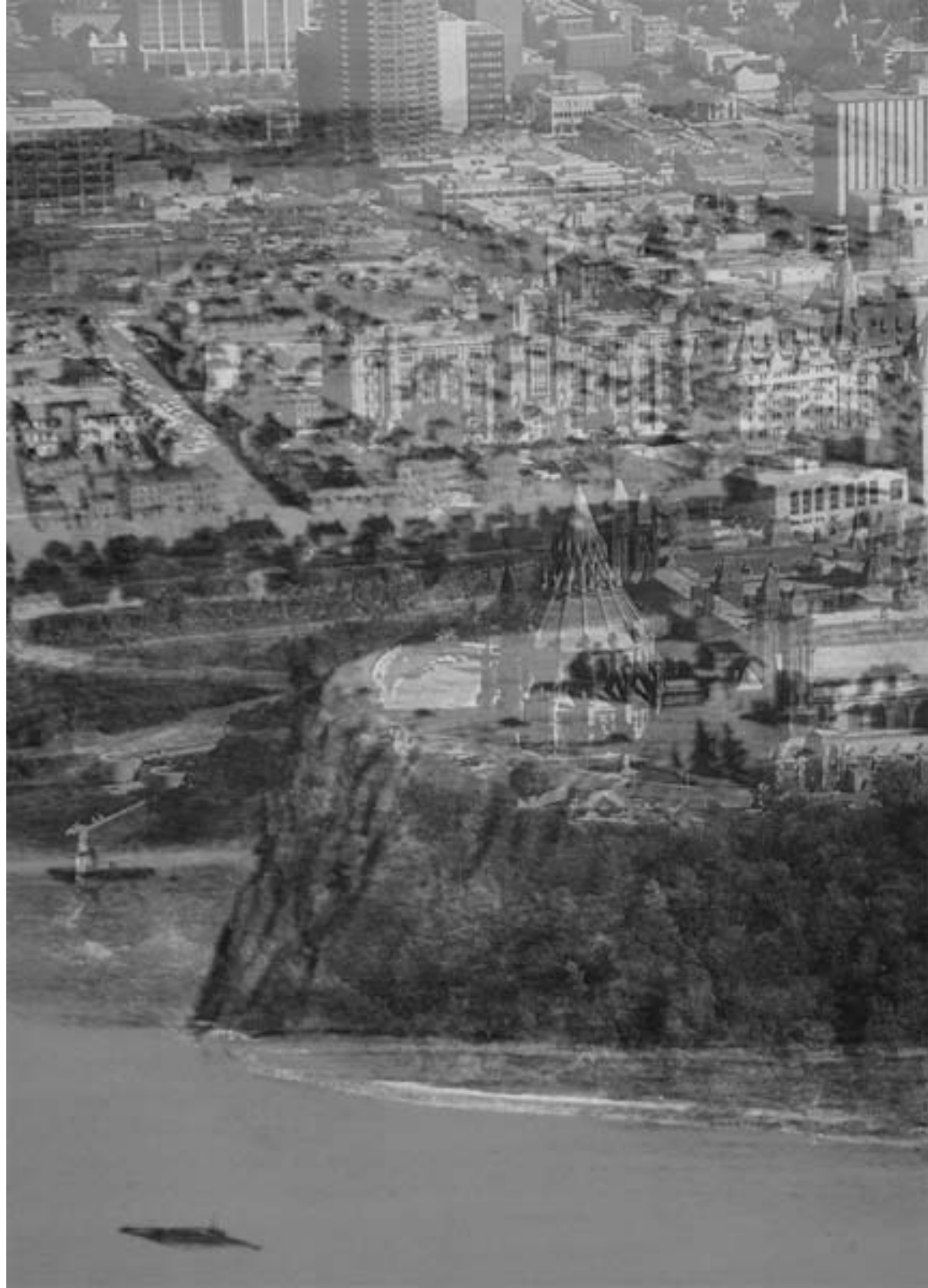








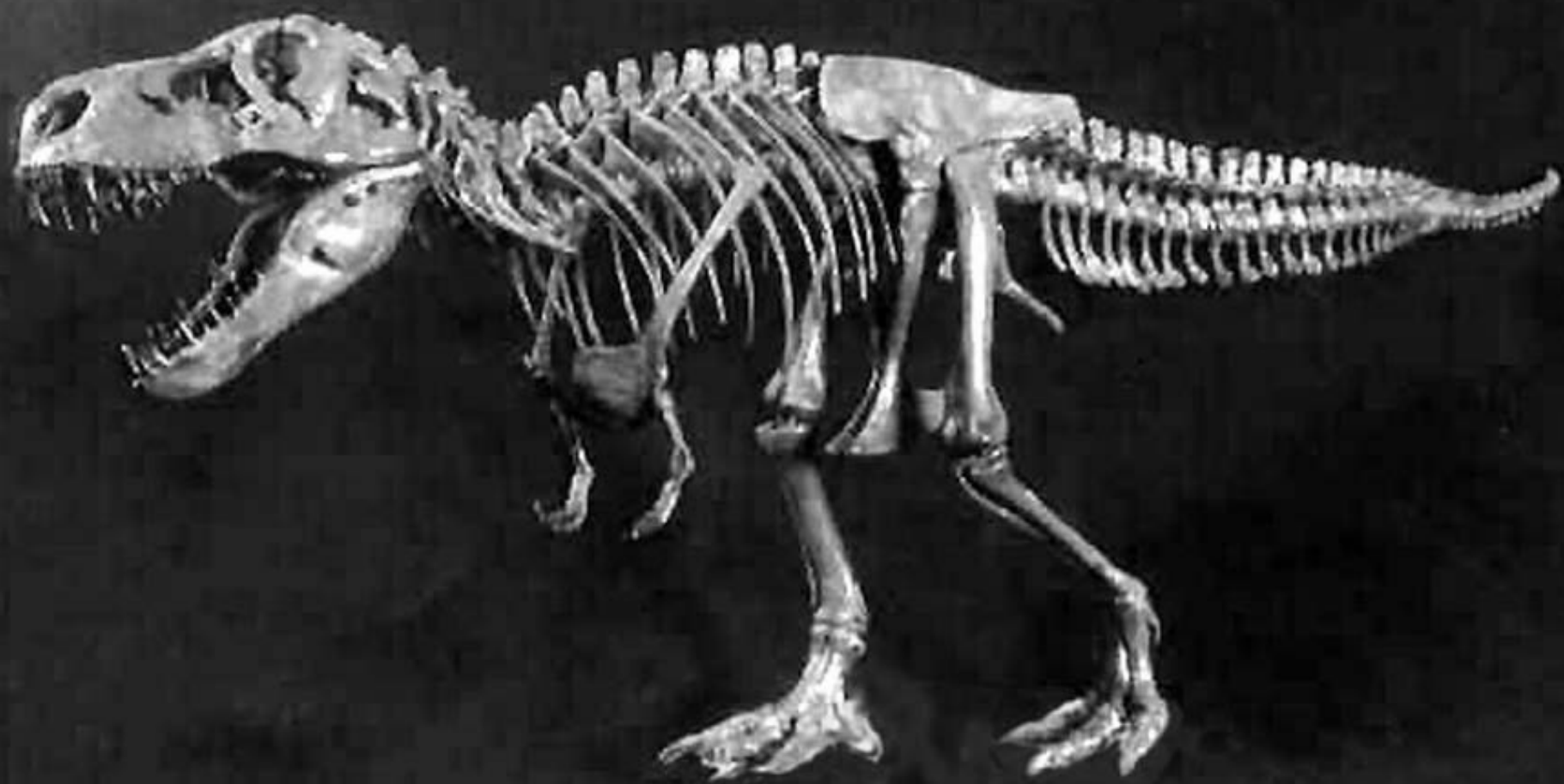






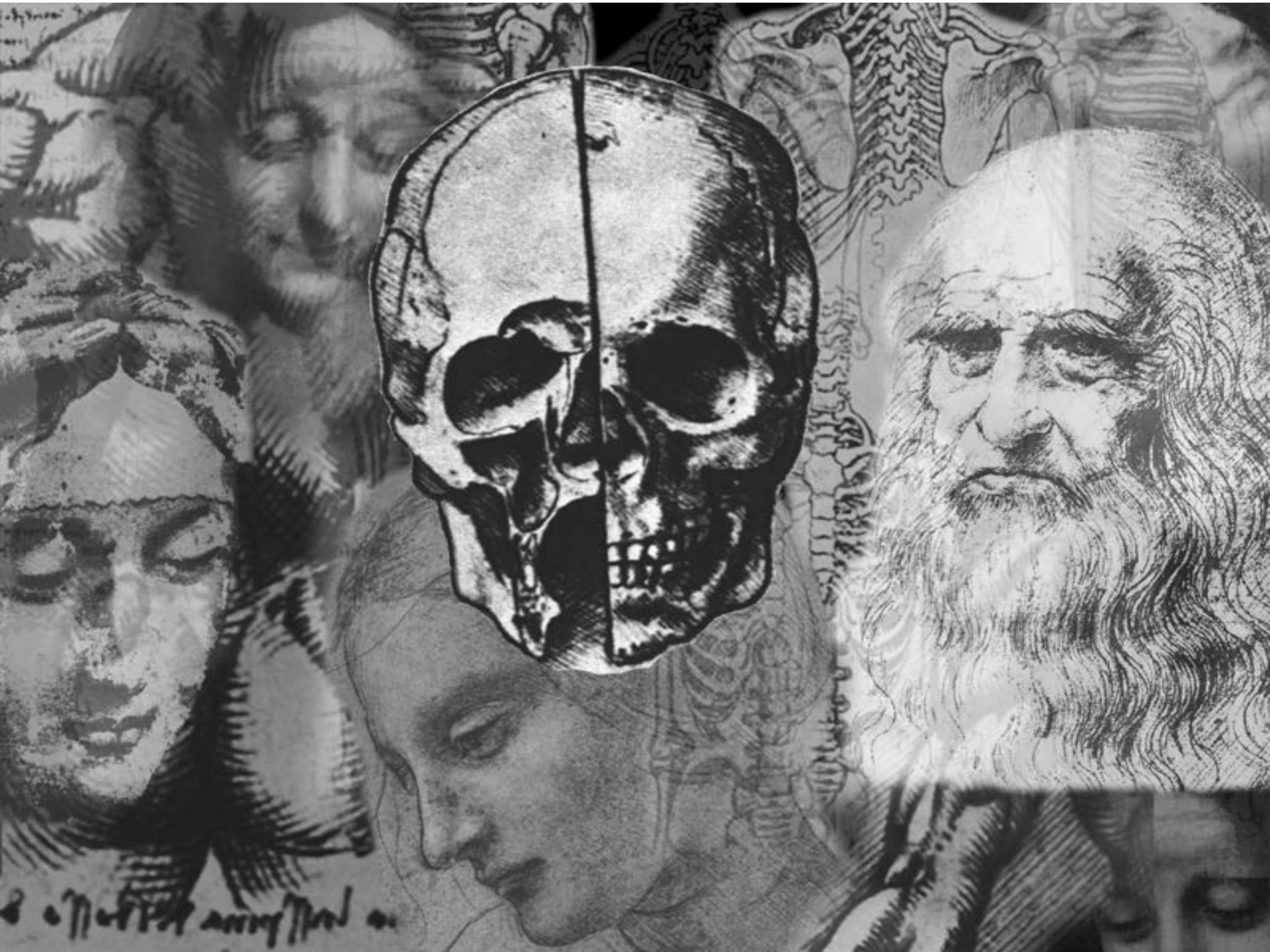


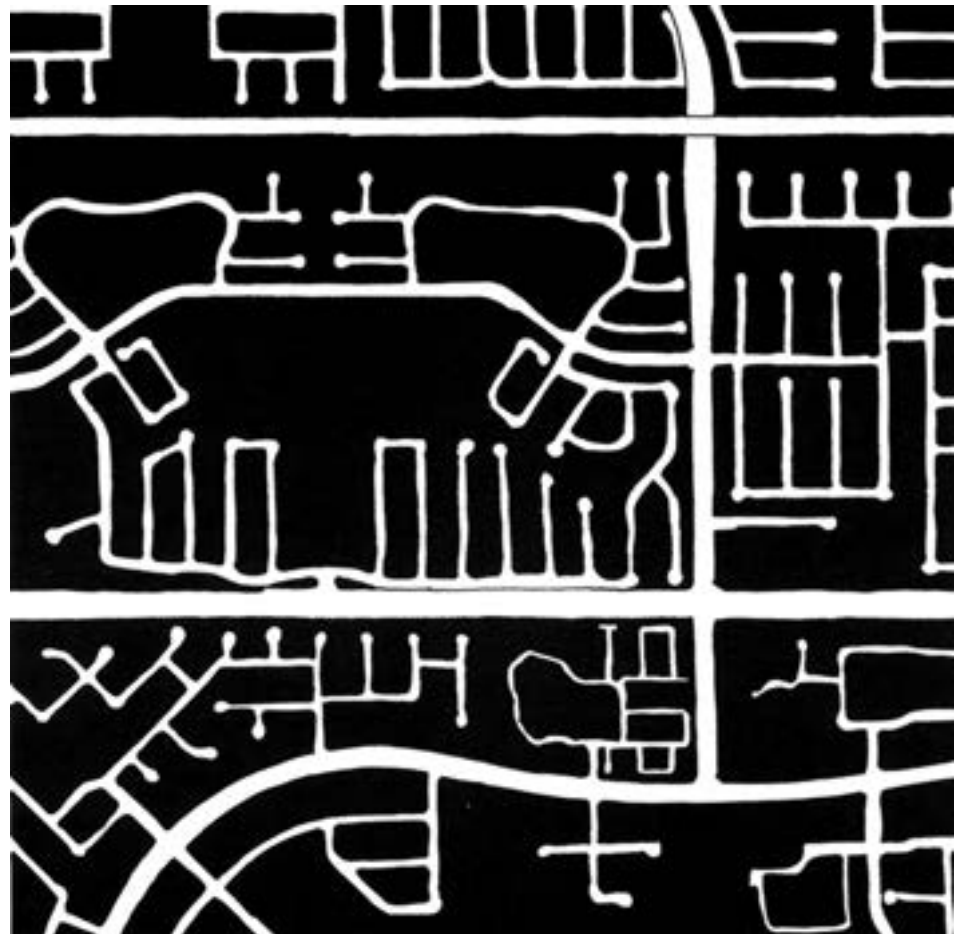






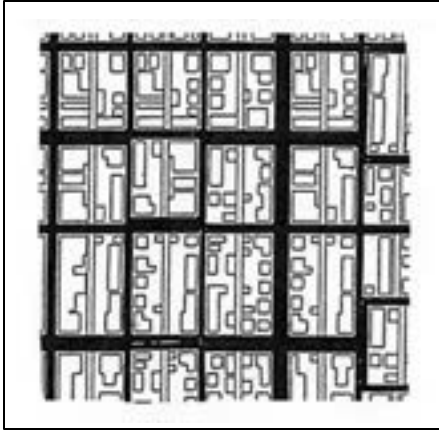




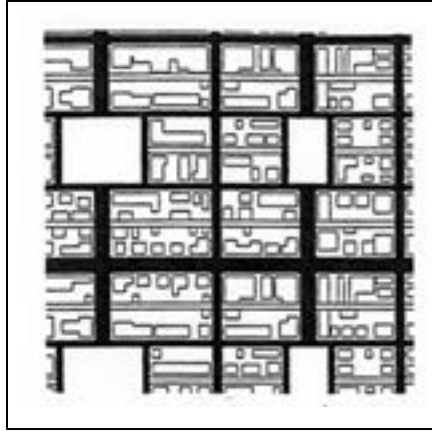




Connected Street Networks



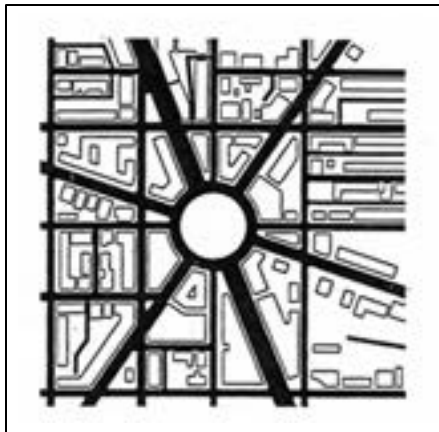
Grid



Grid & Squares



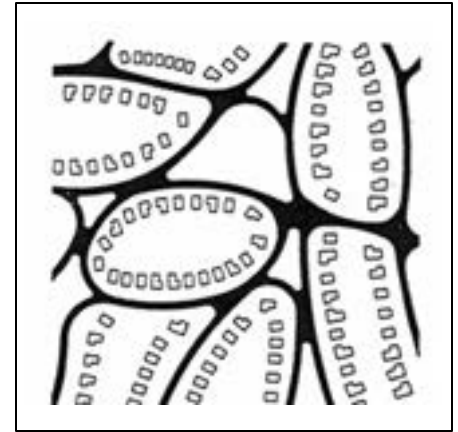
Web



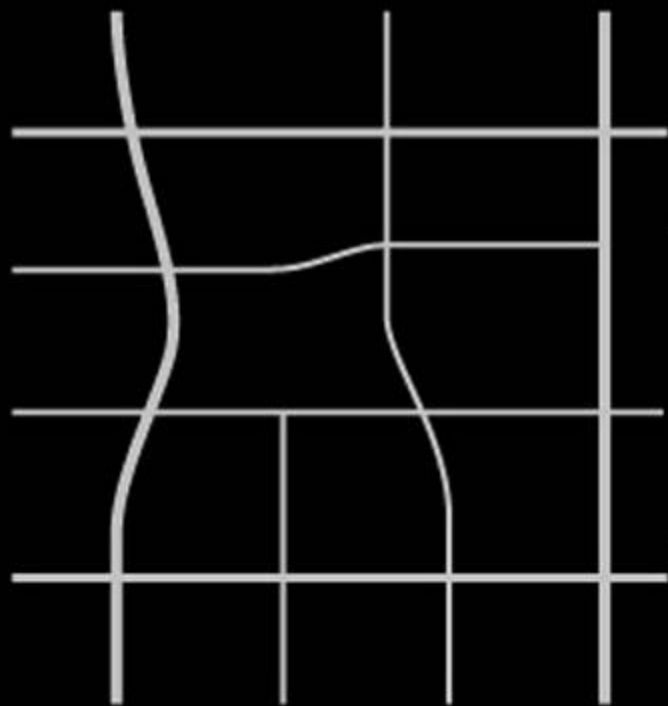
Radial



Irregular



Curvilinear

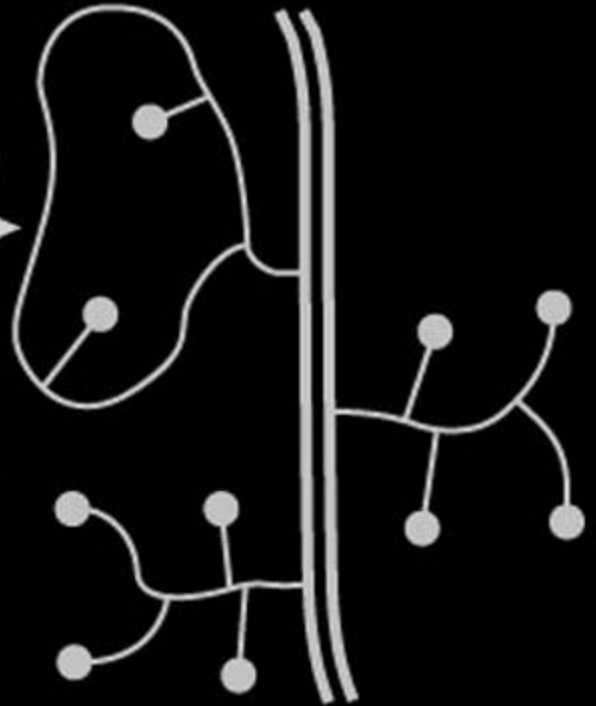


Network

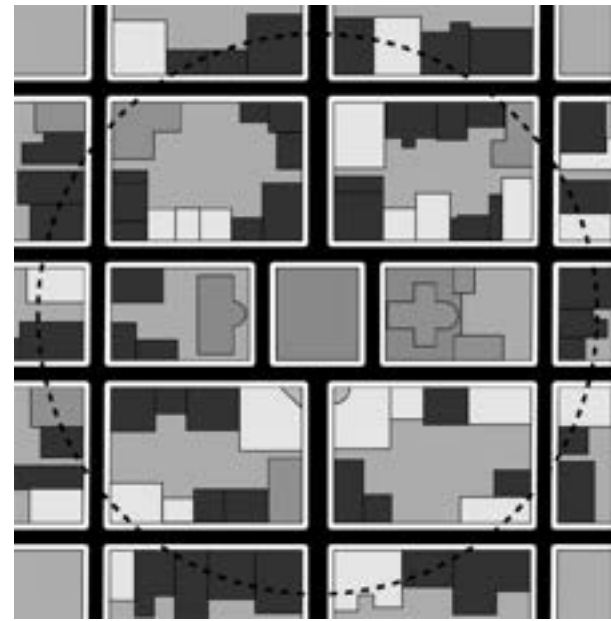
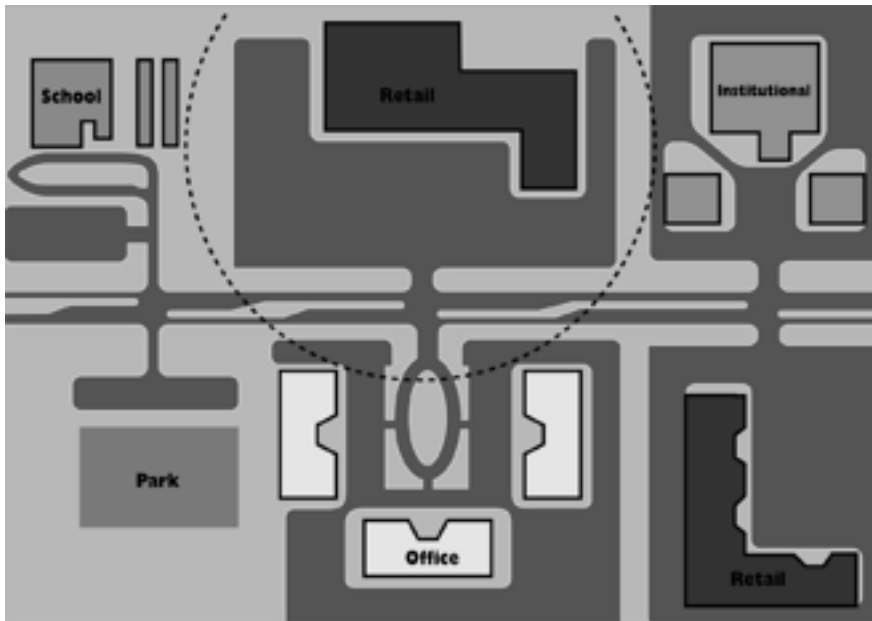
Same Lane-Miles



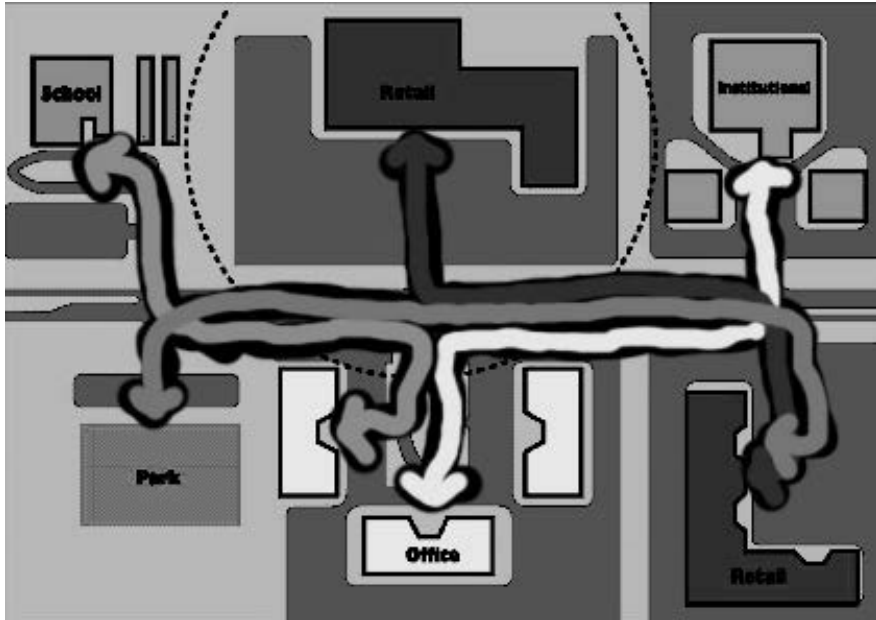
Greater Capacity



Sparse Hierarchy



Conventional Suburban Development







ANDREWS V

Publix
FOOD & PHARMACY

Publix
FOOD & PHARMACY

ANDREWS V



W 12

Cheesecake Factory
RESTAURANT BAKERY BAR

THE CHEESECAKE FACTORY







Auto & Truck Supplies

Self Storage Center

SHURGARD

Air Conditioned Spaces



Kim J

Now Open Sunday





75 units/acre









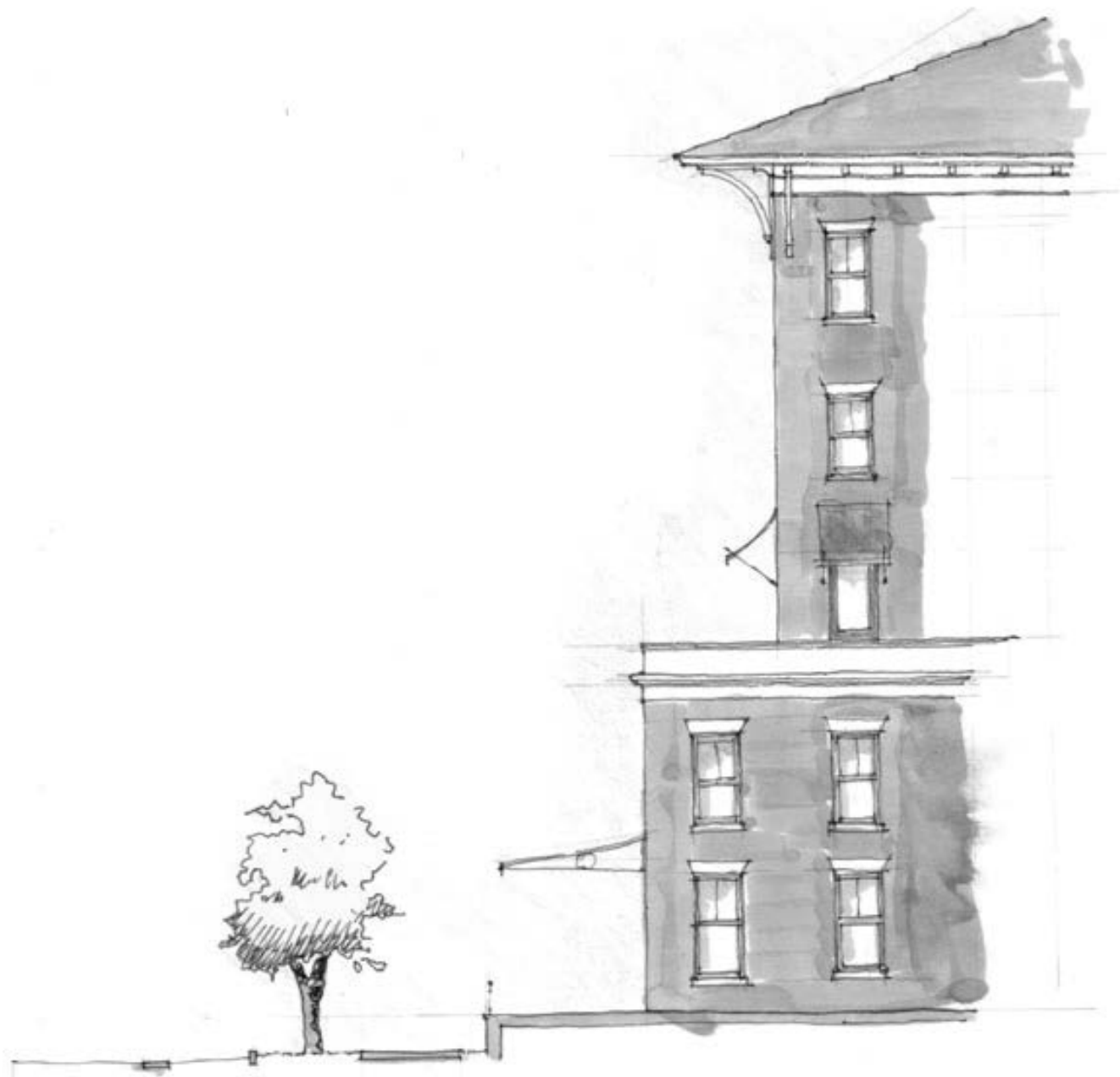












WINTER PARK MALL

















K Mart

Lee Rd.

Orlando Avenue

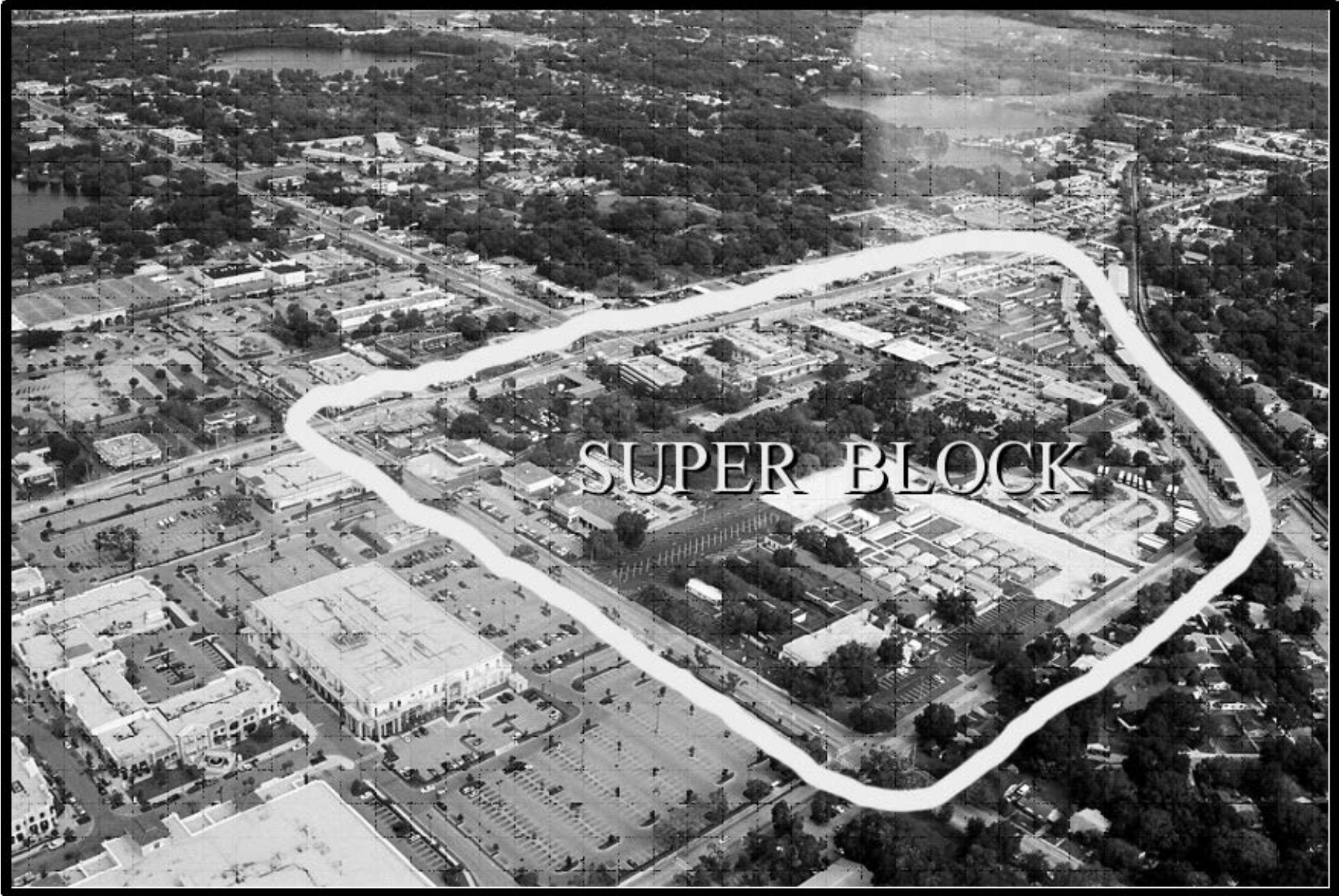
Solana Ave.

**Winter Park
Village**

Webster Ave.

**Winter Park
Vo Tech**

Denning Dr.



SUPER BLOCK



K Mart

Lee Rd.

Orlando Avenue

Solana Ave.

Webster Ave.

**Winter Park
Village**

**Winter Park
Vo Tech**

Denning Dr.



K Mart

Lee Rd.

Orlando Avenue

Solana Ave.

Winter Park
Vo Tech

Webster Ave.

Winter Park
Village

Denning Dr.



K Mart

Lee Rd.

Webster Avenue

Solana Ave.

Winter Park Village

Winter Park Vo Tech

Webster Ave.

Denning Dr.



K Mart

Lee Rd.

Orlando Avenue

Solana Ave.

Webster Ave.

**Winter Park
Village**

**Winter Park
Vo Tech**

Denning Dr.



K Mart

Lee Rd.

Orlando Avenue

Solana Ave.

**Winter Park
Village**

Webster Ave.

Denning Dr.



K Mart

Lee Road
Extension

Mixed Use
Redevelopment

Lee Rd.

Orlando Avenue

Webster Ave.

Winter Park
Village

W.P.V.
Development

Denning Dr.

Residential
Redevelopment

Winter Park gets lofty view



News at the top. Developer Eric Koser says the Lofts of Winter Park Village are all about people who bring

Department store becomes in-style apartment house

The Lofts of Winter Park Village are sprouting where shoppers once roamed through Dillard's.

The Lofts of Winter Park Village are already about 30 percent leased, and the Winter construction boom's end is expected to open near the end of October.

The Lofts are another example of how urban residential options are spreading in Central Florida. Apartments have opened recently in downtown Orlando and left condominiums in the nearby Thornton Park neighborhood are selling for \$200,000 to \$300,000.

workers seek safety in the suburbs. More people are choosing to live, work and play all in the same neighborhood.

"It's just so convenient," said Margaret Walker, who is moving to the Winter Park loft. She has a large car rack in the city. She has already put down her grocery store, a great area. You've got grocery store, restaurants, everything right in walking distance.

That convenience comes at a

FLORIDA LOFTS, 03

By GUYTON H. HENRIKSEN
 WINTER PARK — Some call Winter Park Village a traffic and parking nightmare. Others call it a popular hotspot. At least some people who will call it home.

The community will also have light speed Internet access, reserved parking spaces and a swimming center, where 24-hour fitness center.

Adventures' about deterring green.

to help you decide, we'll have a worker and we're thinking about taking your suit.

"We'll have a concierge desk to help you decide, we'll have a worker and we're thinking about taking your suit."



He plans to move. Parking lots surrounded the Lofts of Winter Park Village. Eric said the converted location.

no is checked about better for your work. Eric said, "To be honest, I work in an office. I would have brought one."

Steve M. Shivers can be reached at 807-420-0750 or shivers@shiversmedia.com.







EXISTING FIGURE GROUND



EXISTING TRAFFIC CONNECTIONS



EXISTING CONNECTIONS TO THE RIVER



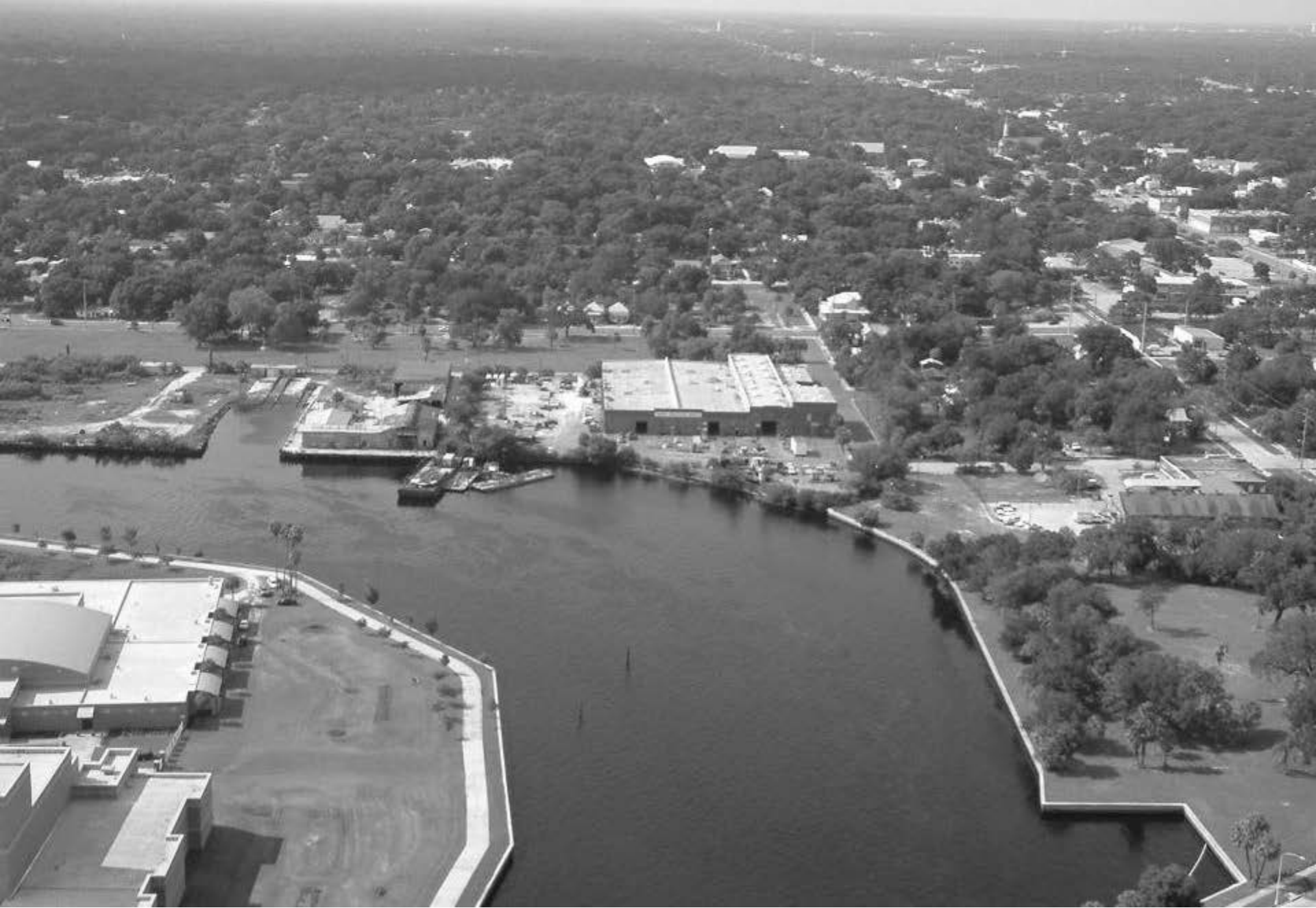
PROPOSED FIGURE GROUND



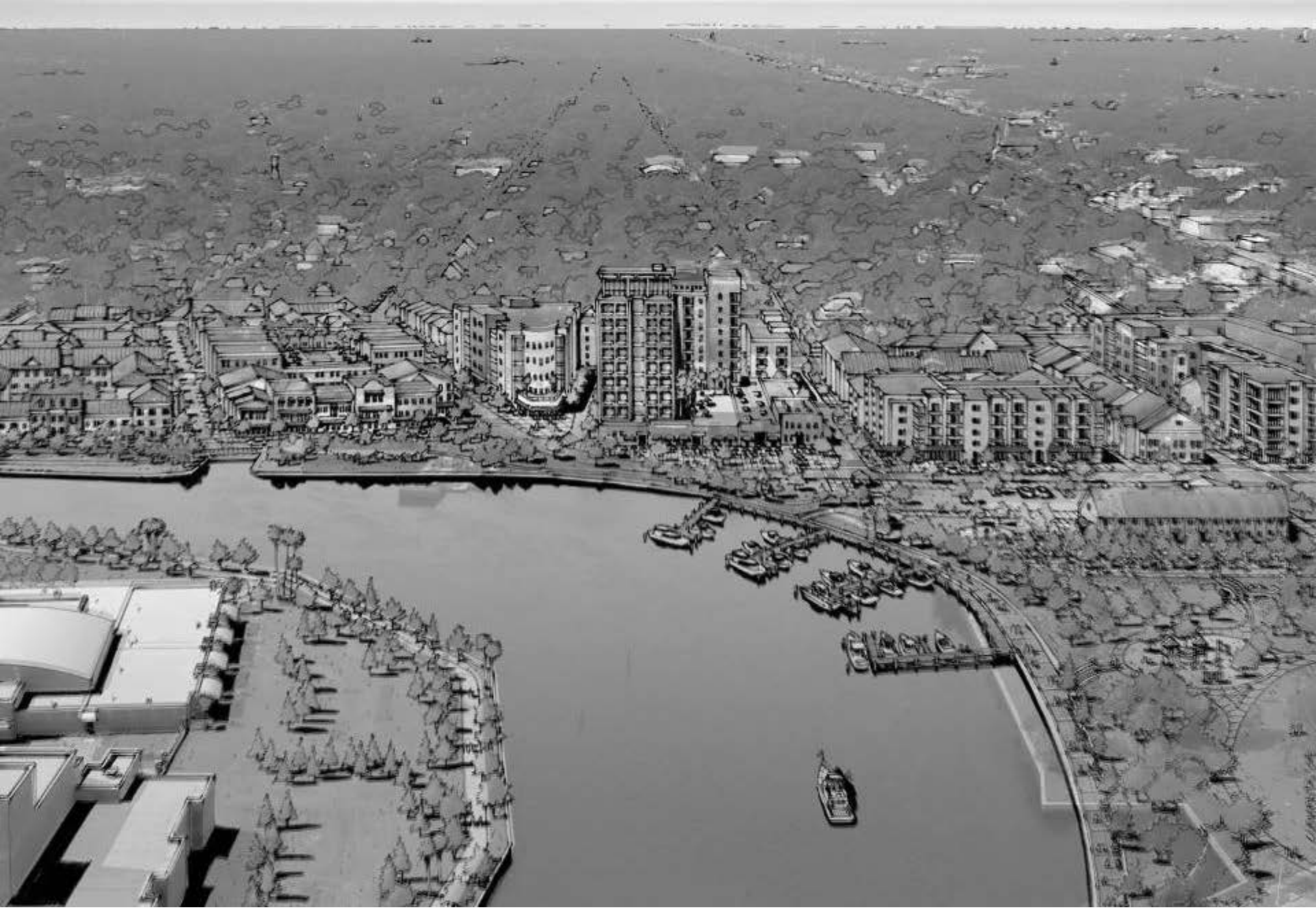
PROPOSED TRAFFIC CONNECTIONS



PROPOSED CONNECTIONS TO THE RIVER























SUNDAY, APRIL 25, 1990

The Herald

PARADE



Across the nation, citizens with vision and a new community spirit are transforming once run-down urban areas—such as in Chattanooga, Tennessee—into exciting, people-friendly towns.

The Class Breaks back Mayor Don Eiken (lower right) with some of the citizens who helped revitalize their city.

The Reborn American City

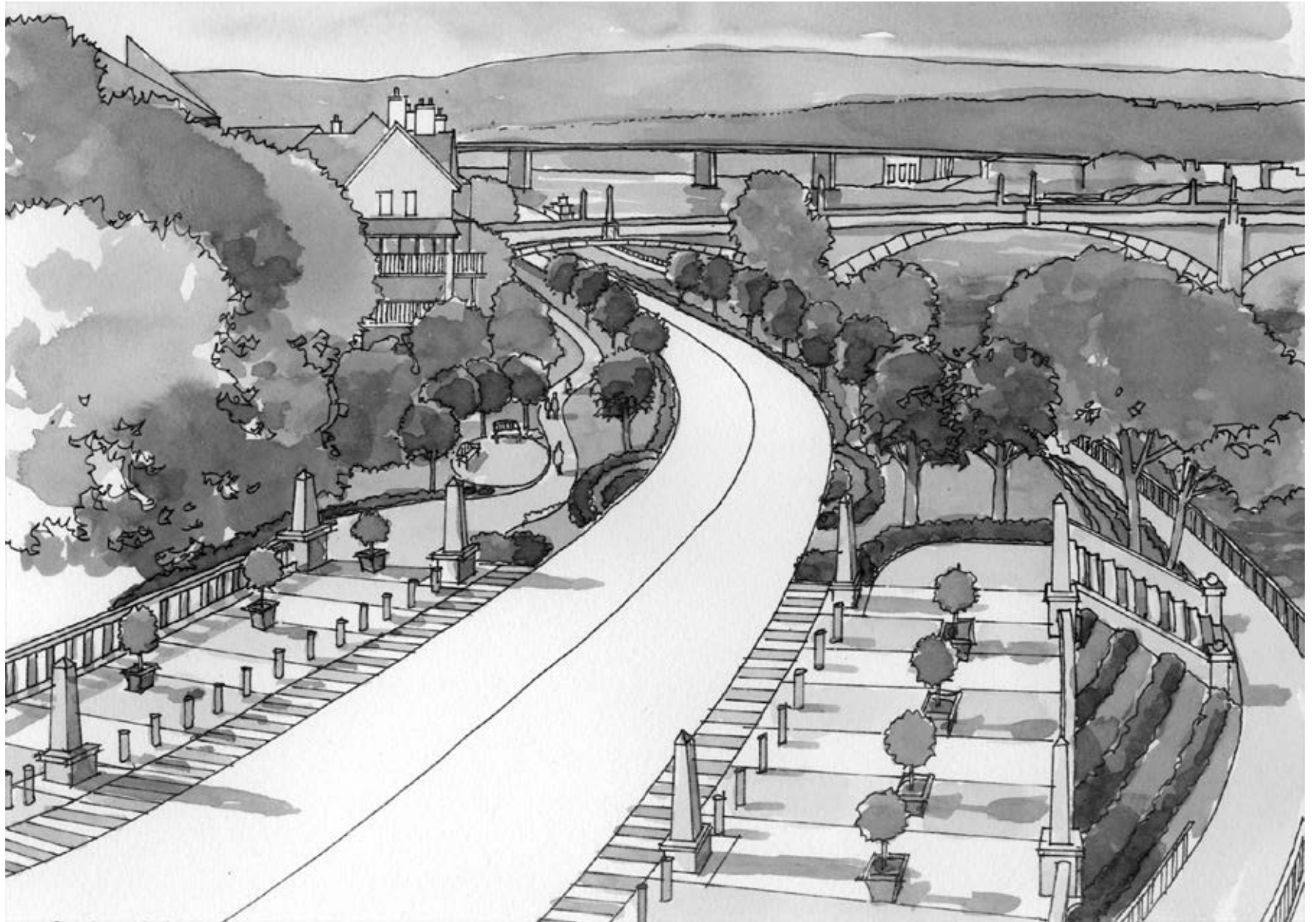
A Place You Might Want To Live

A Report By Lamar Graham

INSIDE: What Is "Deep Play"?...By Diane Ackerman

































Existing Network



Future Network

State Capital

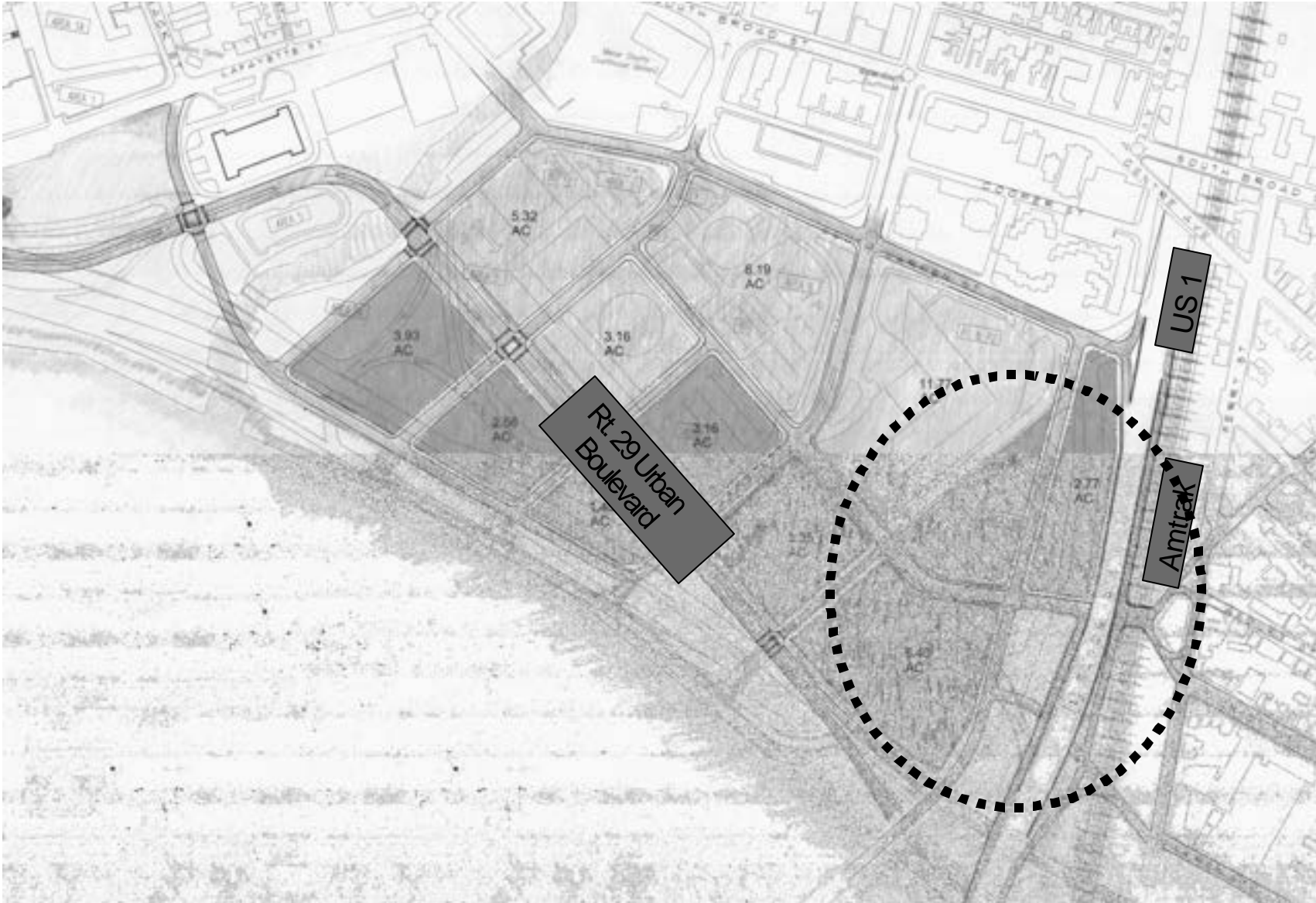
War Memorial

Rt. 29 Urban
Boulevard

US 1

Amtrak









2007.04.04



CUMMINS 2009



City Expansion along Abercorn Street

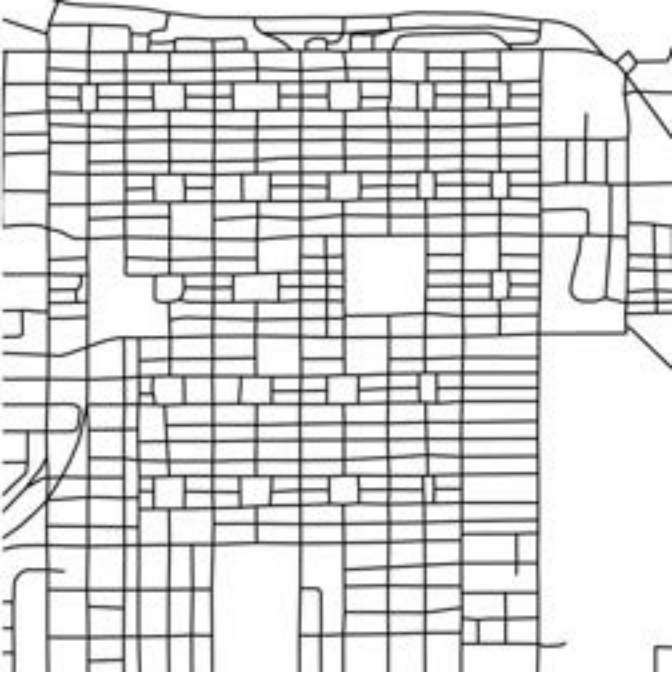


- 9 to 10 mile corridor spine that runs in the North South Direction
- Displays a range of urban conditions
- Chronicles the city's expansion over 200 years
- Helps identify a range of contexts for future work

The Abercorn Street Helps Analyze:

- Street Patterns and Connectivity
- Built Density in a given area
- Street Character and treatments
- Character of Built Form

Abercorn Street: Landmark Historic District



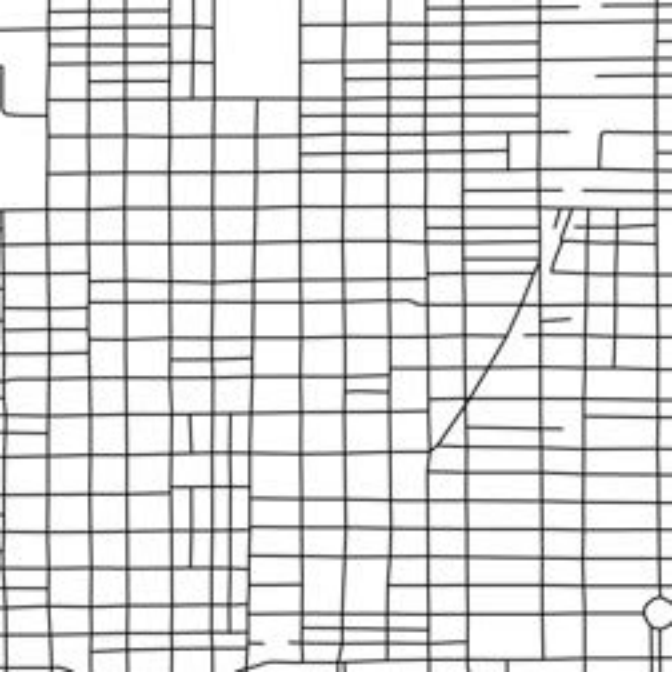
10.4
Miles of
Streets



10,000
Sq.Ft per
Acre
(Footprint
Density)



Abercorn Street: Historic District



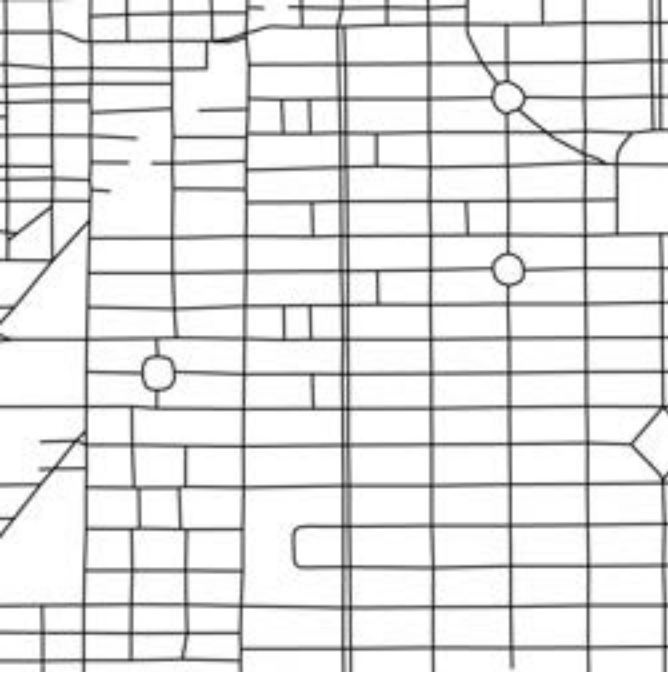
8.76 Miles of
Streets



8,600 Sq.Ft
per Acre
(Footprint
Density)



Abercorn Street: Historic Neighborhoods



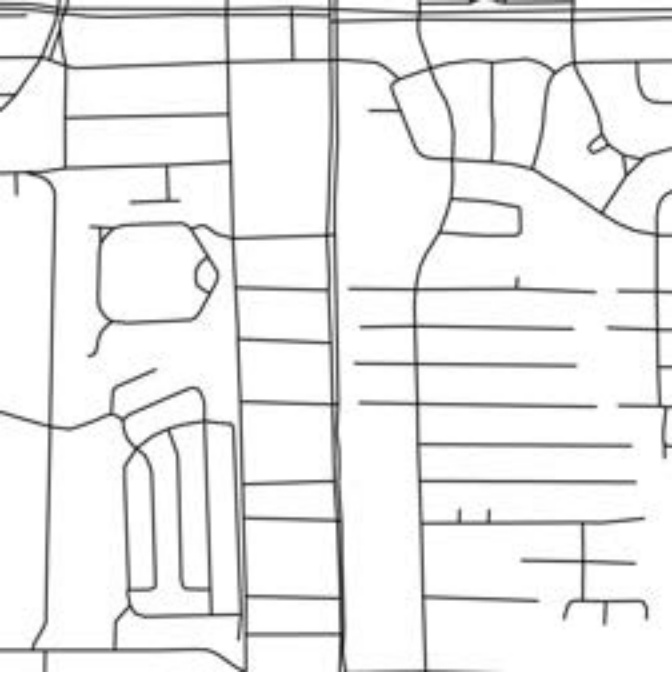
6.6 Miles
of Streets



7,200
Sq.Ft per
Acre
(Footprint
Density)



Abercorn Street: Suburban Pattern



4.3 Miles
of Streets



6,200 Sq.Ft
per Acre
(Footprint
Density)

Abercorn Street: Retail Mall District



3.3 Miles
of Streets



6,700
Sq.Ft per
Acre
(Footprint
Density)

Abercorn Street: Big Box Retail with Suburban Residential

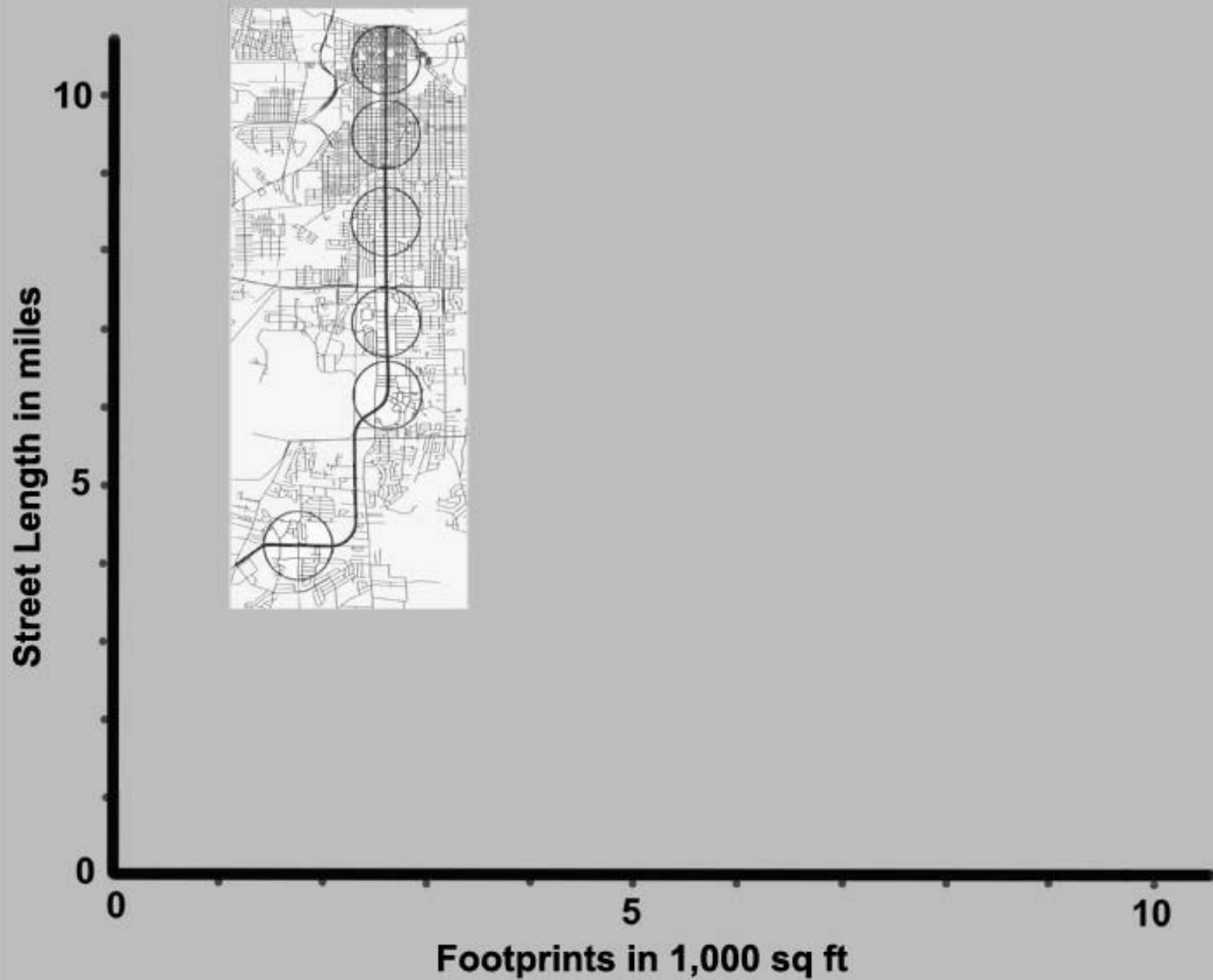


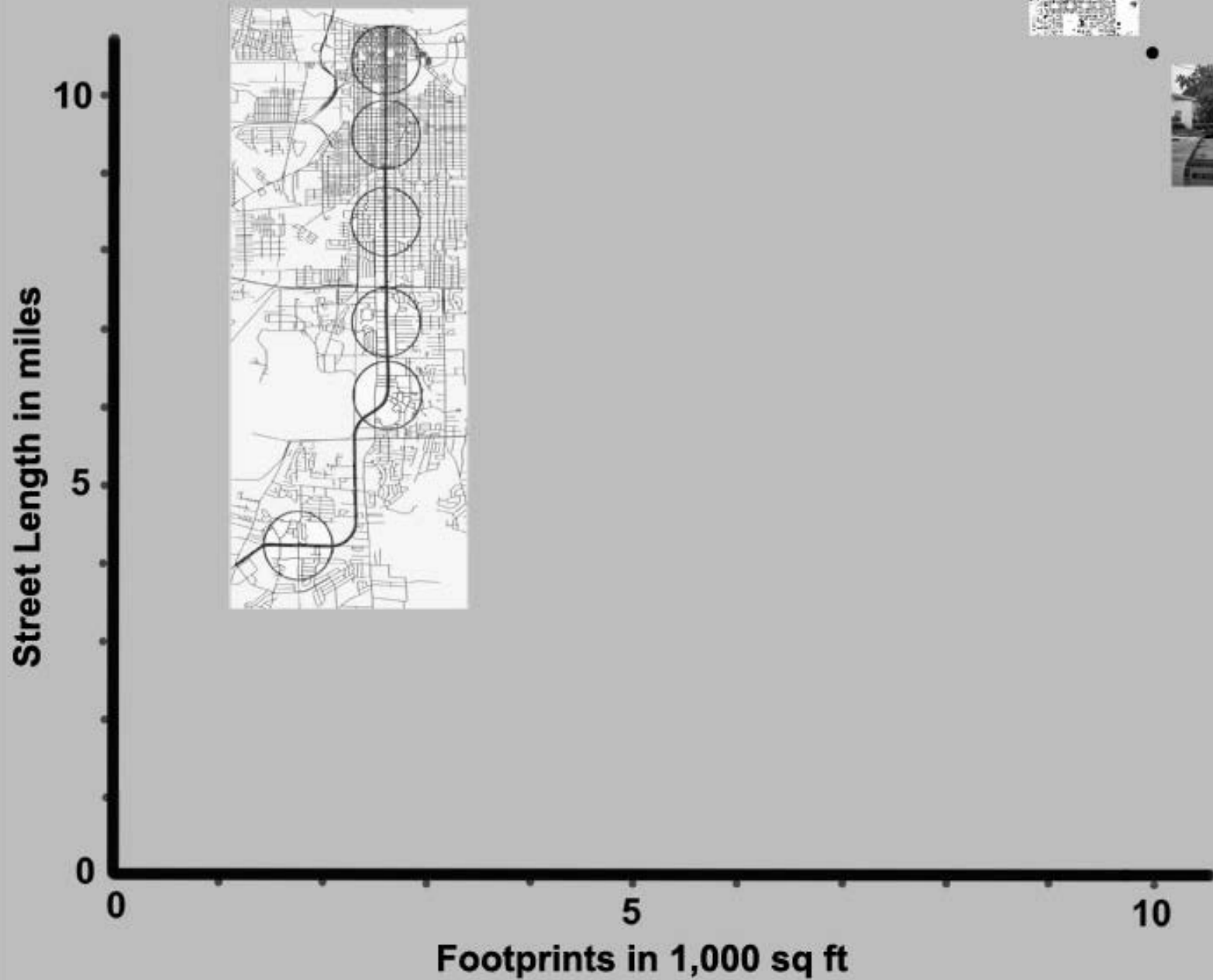
3.23
Miles
of
Streets

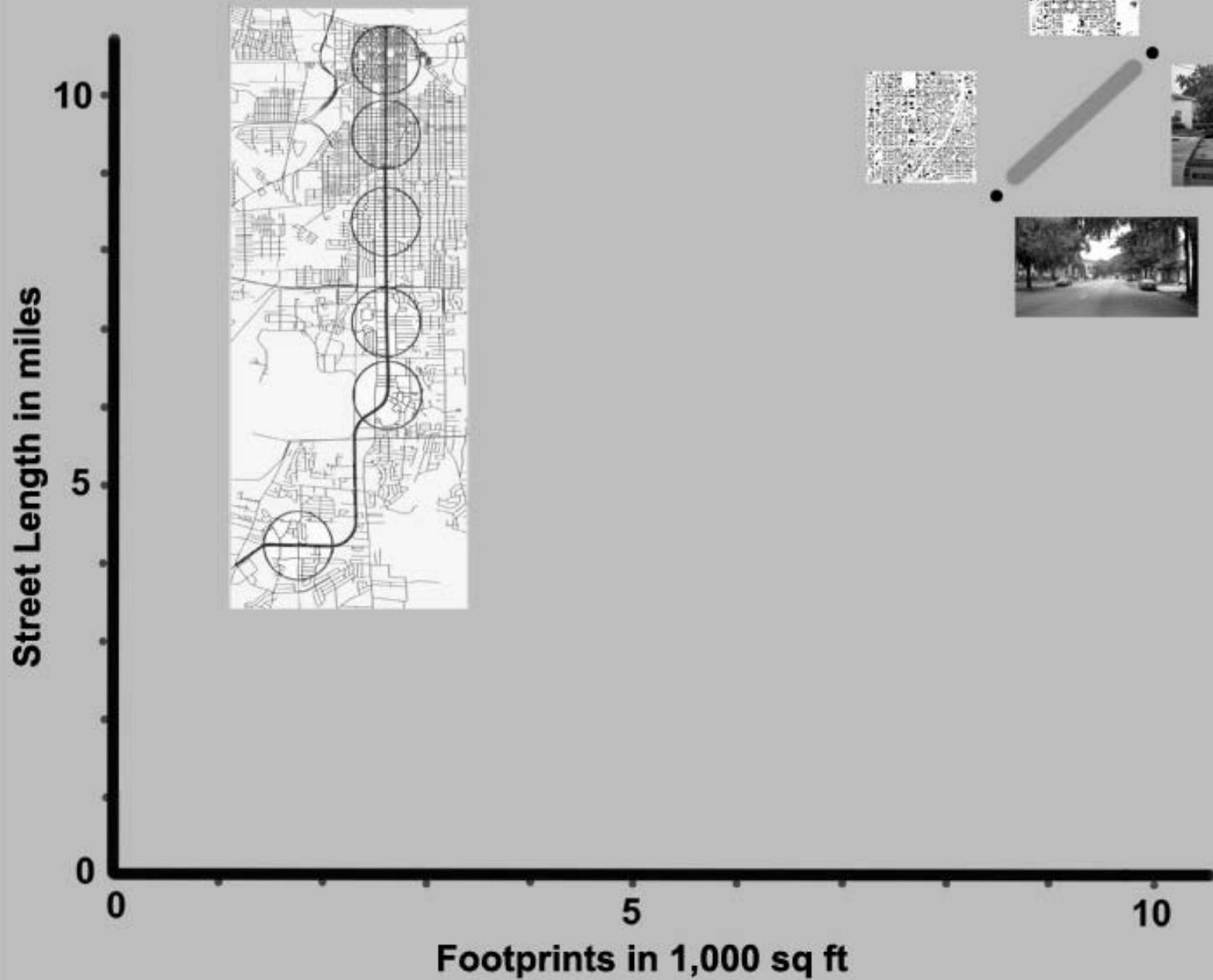


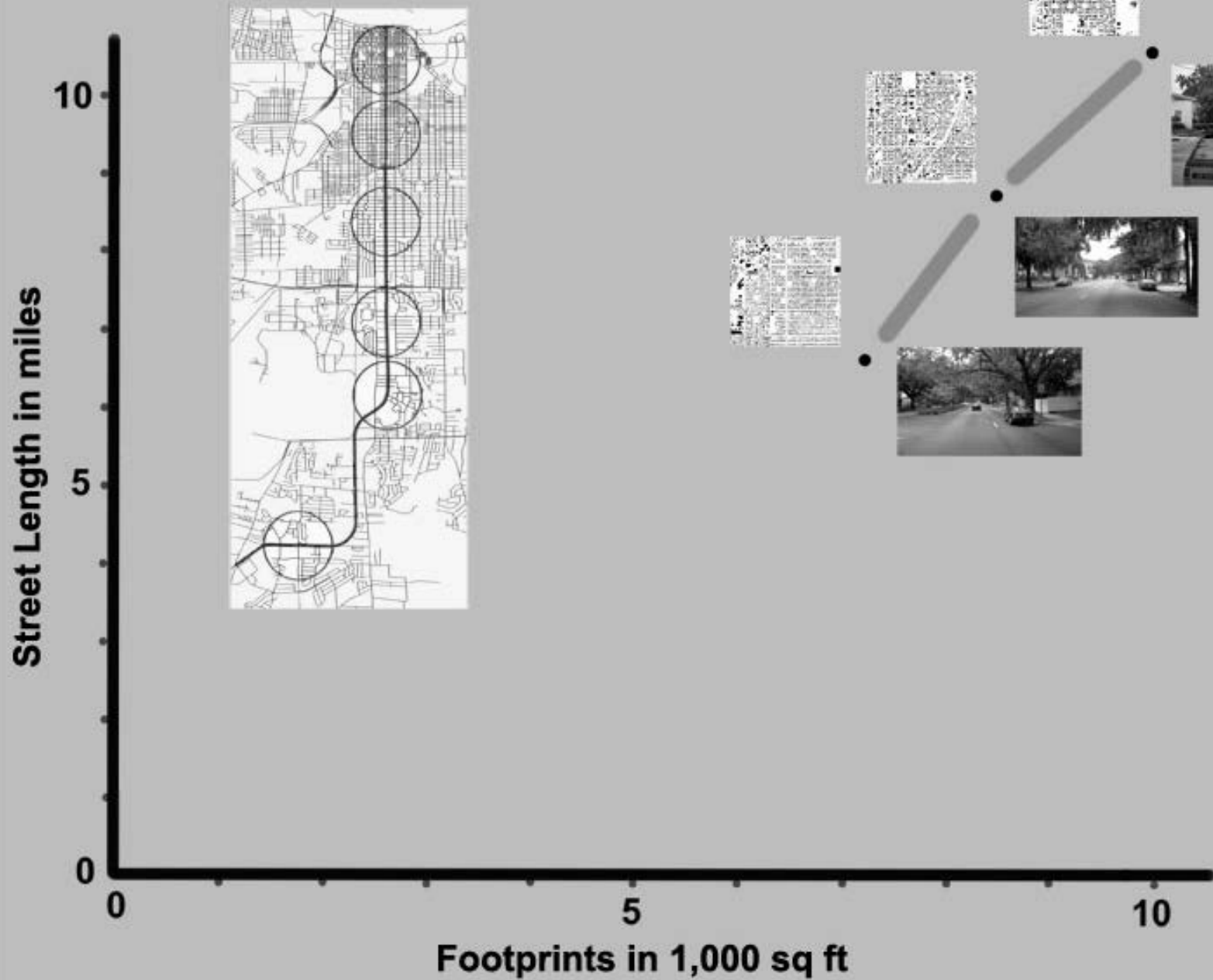
5,500
Sq.Ft per
Acre
(Footprint
Density)











Street Length in miles

10

5

0



Footprints in 1,000 sq ft

5

10

Street Length in miles

10

5

0



5

10

Footprints in 1,000 sq ft

Street Length in miles

10

5

0

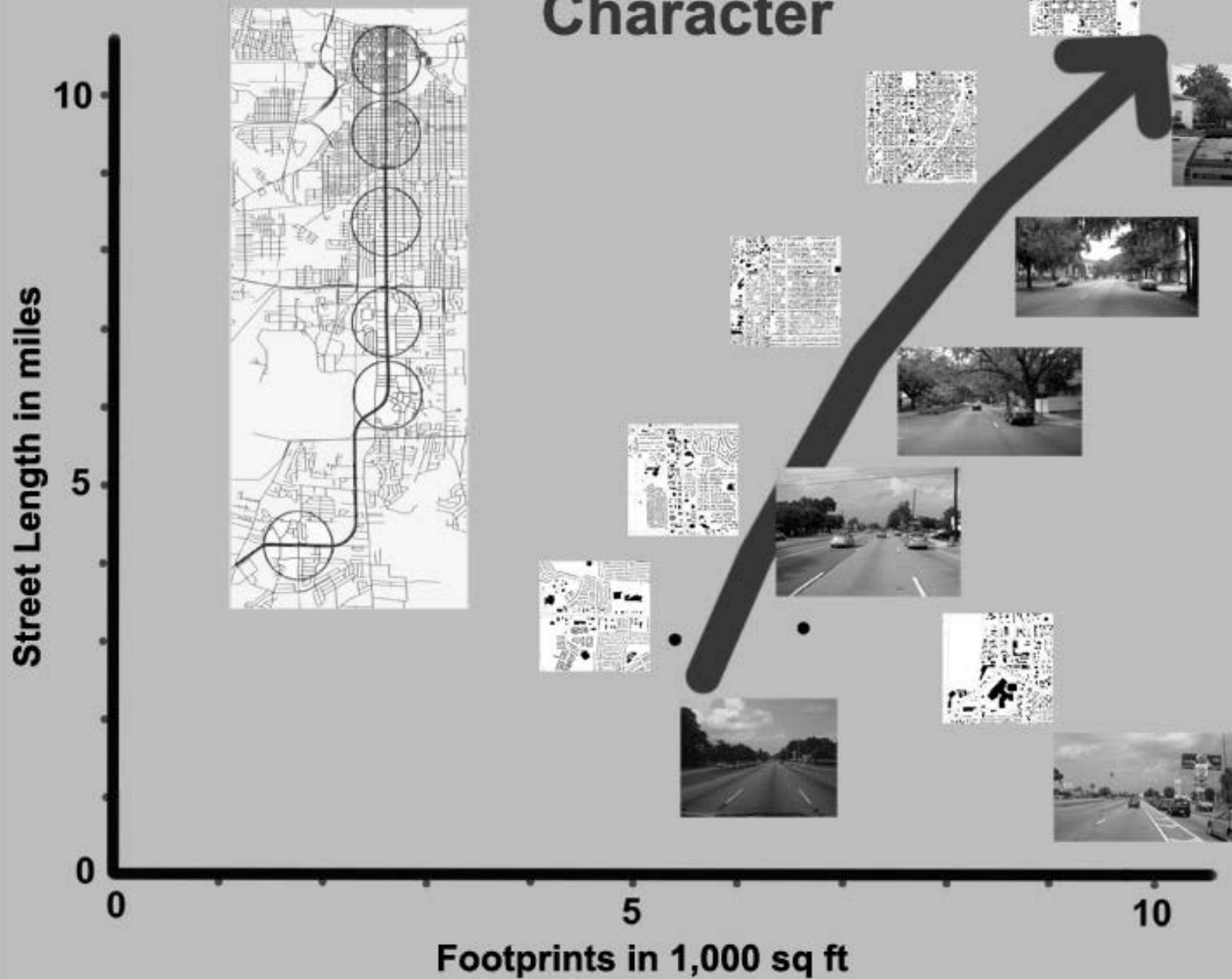


5

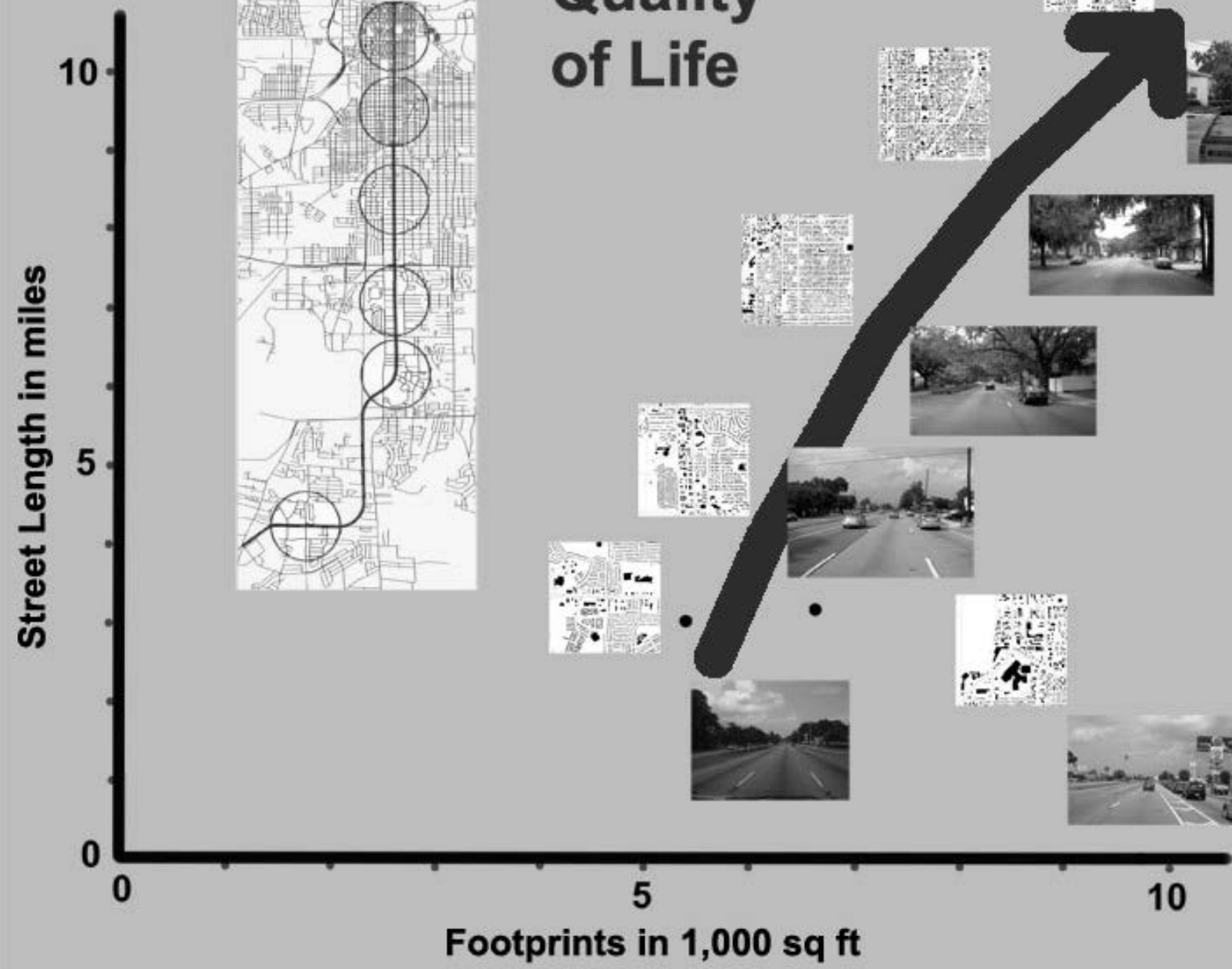
10

Footprints in 1,000 sq ft

Character



Quality of Life

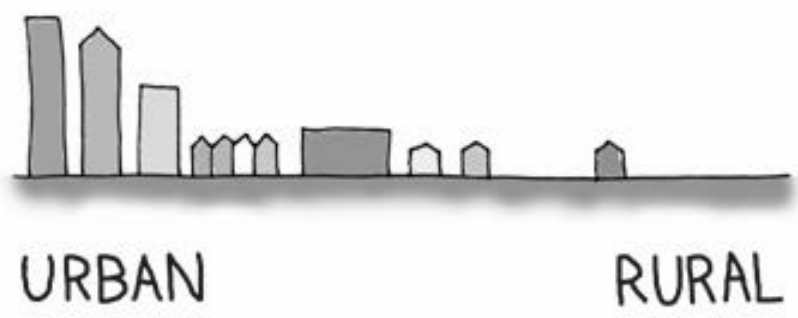














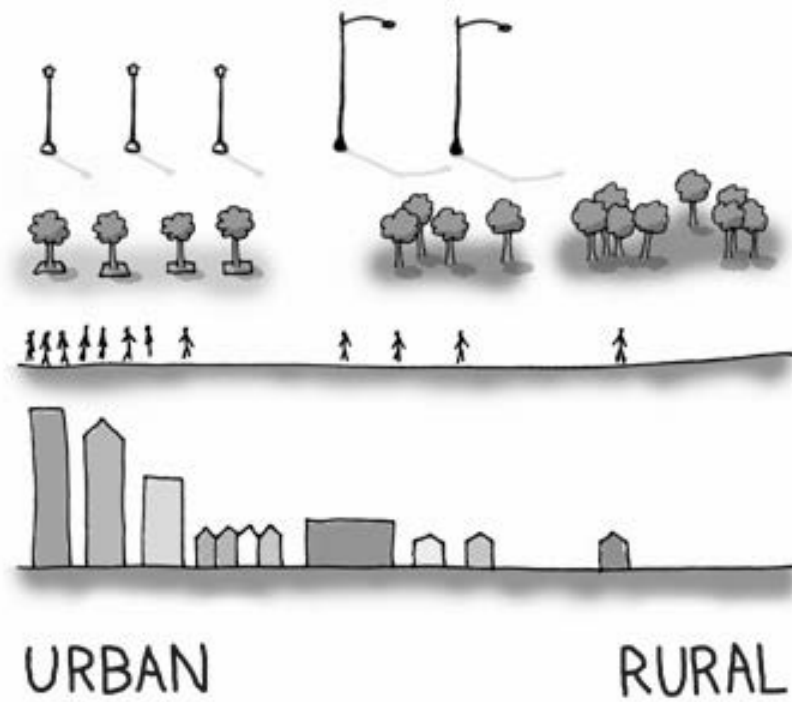
URBAN

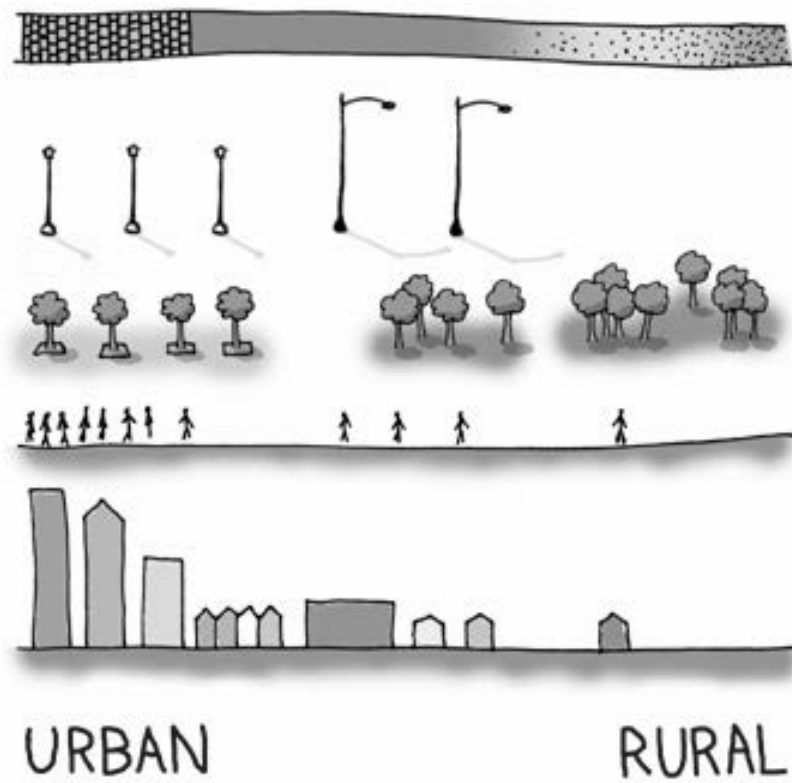
RURAL

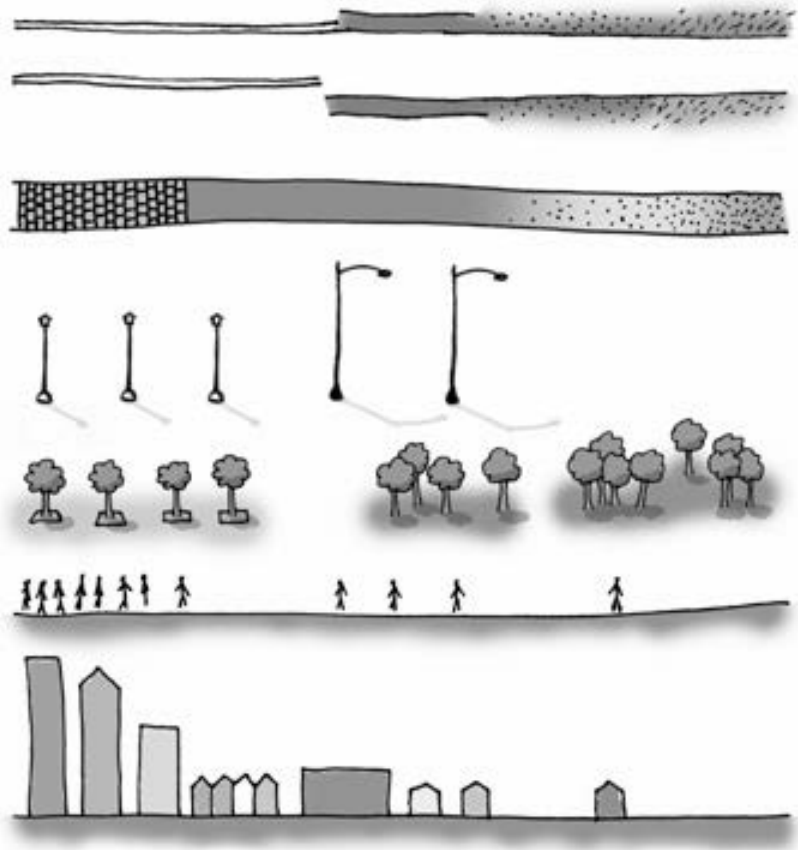


URBAN

RURAL

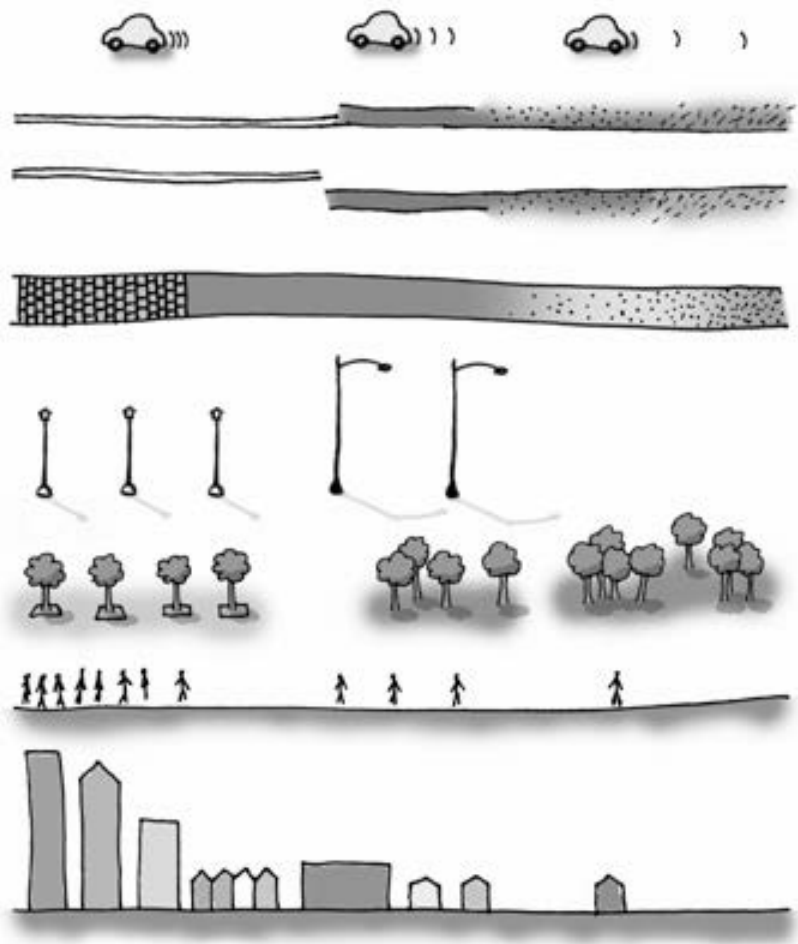






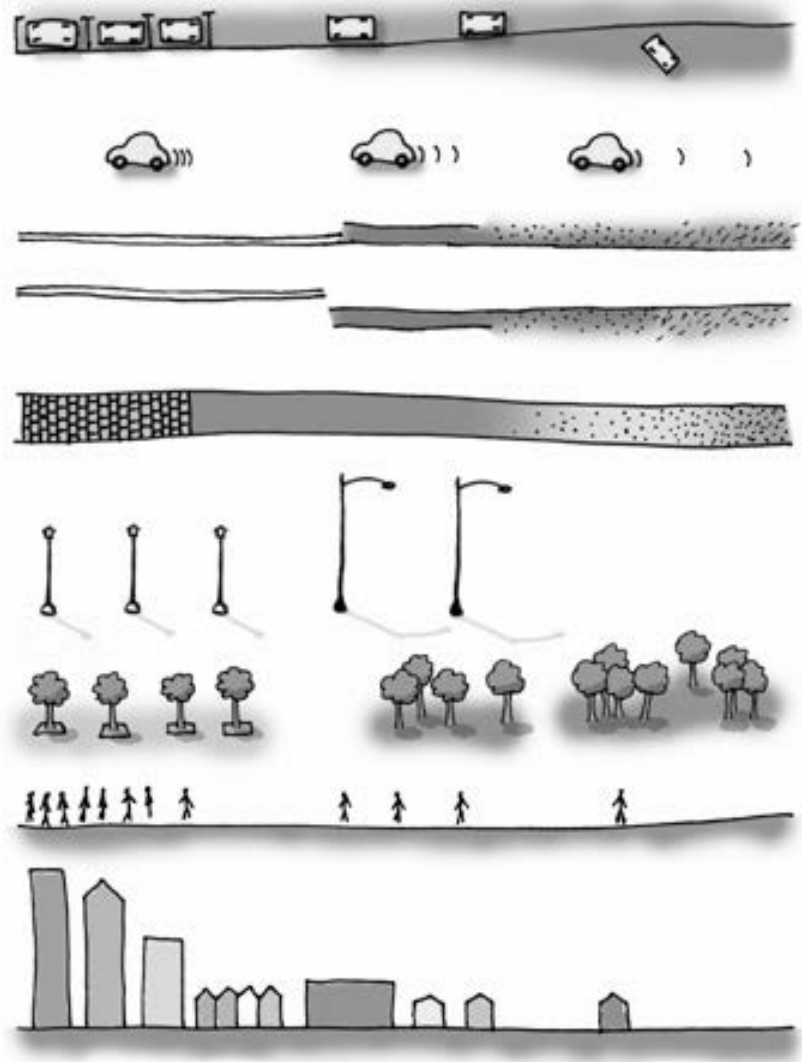
URBAN

RURAL



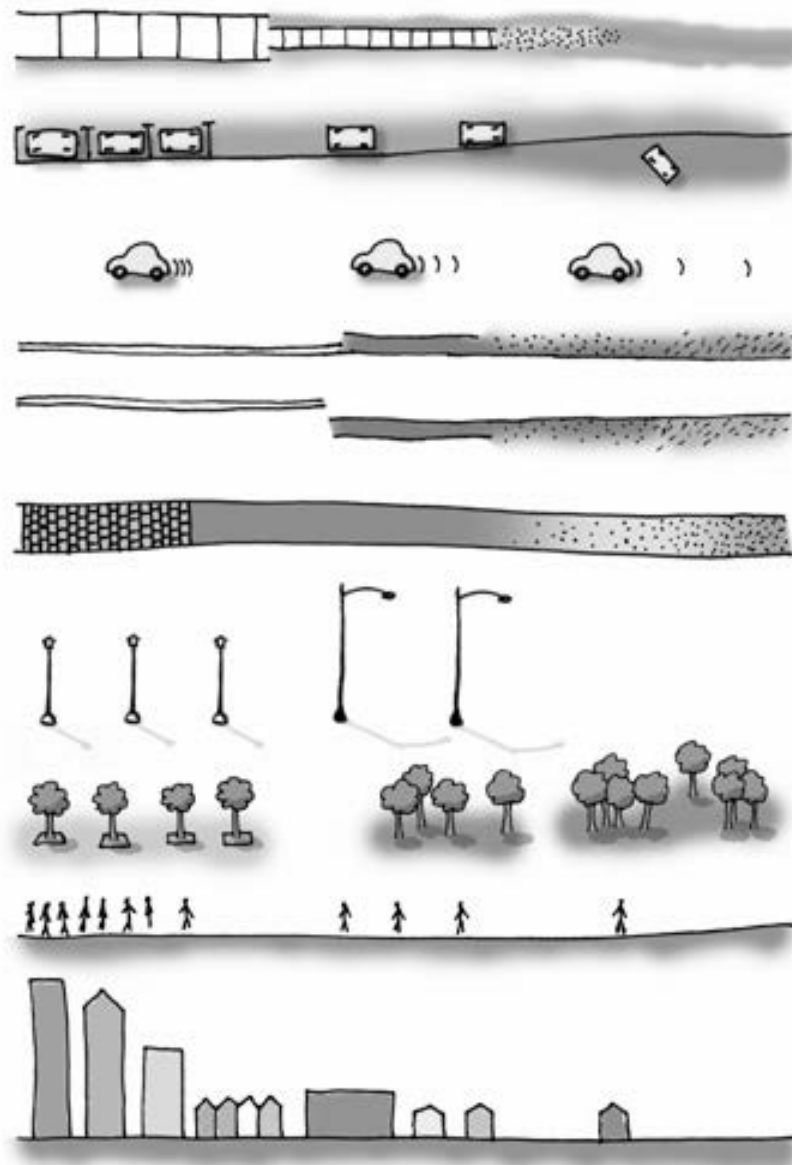
URBAN

RURAL



URBAN

RURAL



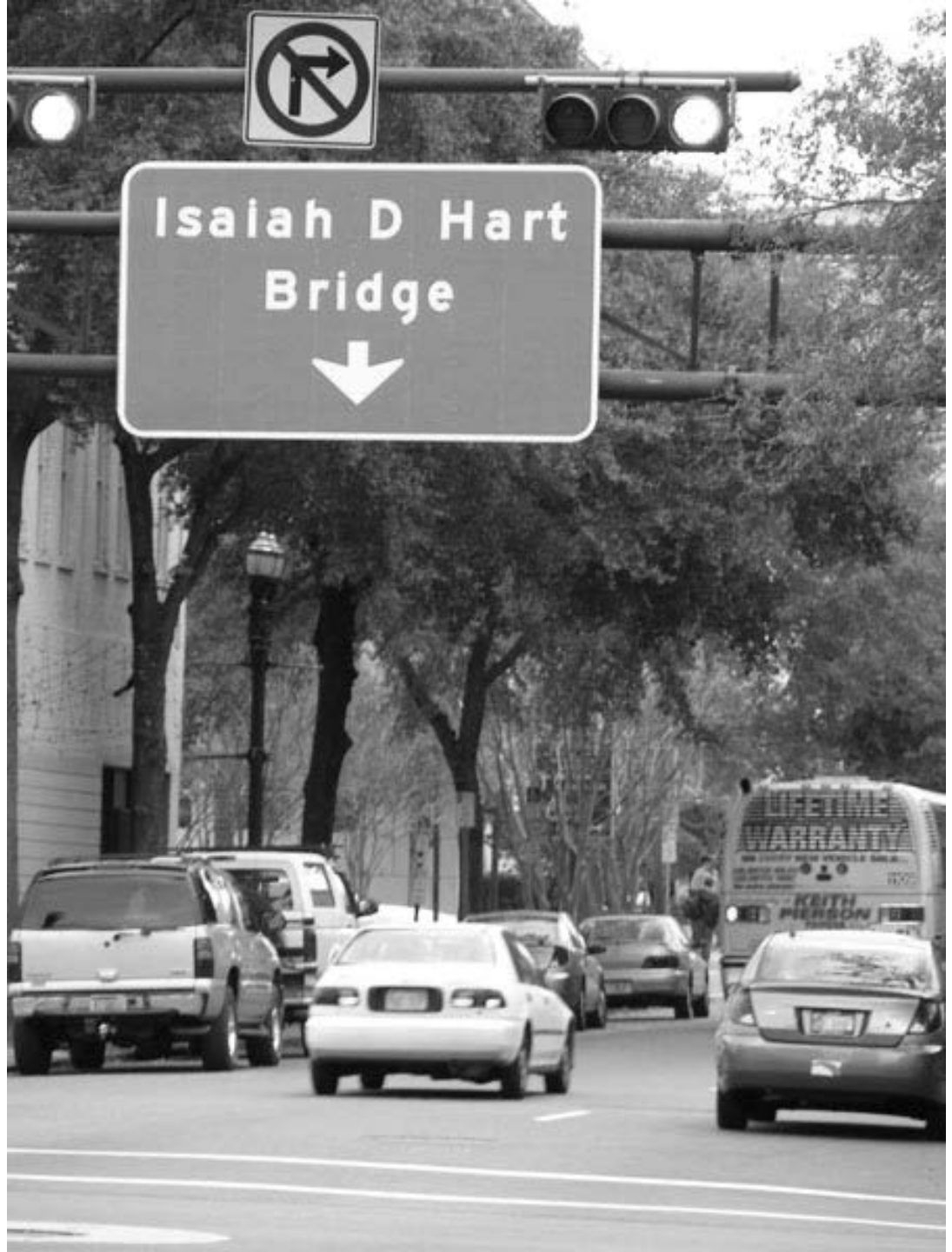
URBAN

RURAL





Isaiah D Hart
Bridge
↓















































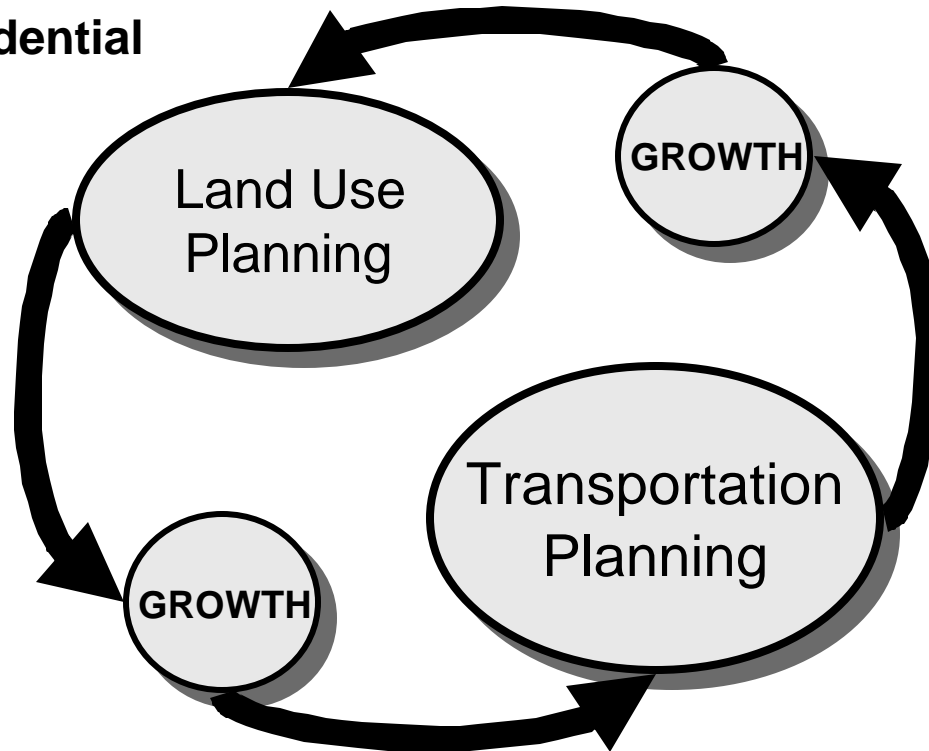
Conventional Development Cycle

INPUTS

- Auto Oriented Business
- Single Use Zoning
- Single Family Residential

OUTCOMES

- Wider Roads
- Induced Traffic
- More Traffic



INPUTS

- Traffic Demand Forecasting
- Congestion
- LOS

OUTCOMES

- Isolated Neighborhoods
- Multiple Automobile Trips
- Poor Mobility
- Difficult Walking

Healthy Development Cycle

INPUTS

- Diversity of Business
- Mixed Use Zoning
- Diversity of Residential Units
- Context Sensitive Design
- Community Involvement



OUTCOMES

- Healthy Neighborhoods
- Choices of Transportation
- More Open Space
- Sense of Place
- Sense of Community

**SMART
GROWTH**

OUTCOMES

- More Walking & Bicycling
- Increased Access

STREET
USERS



MOBILE

STREET USERS



MOBILE

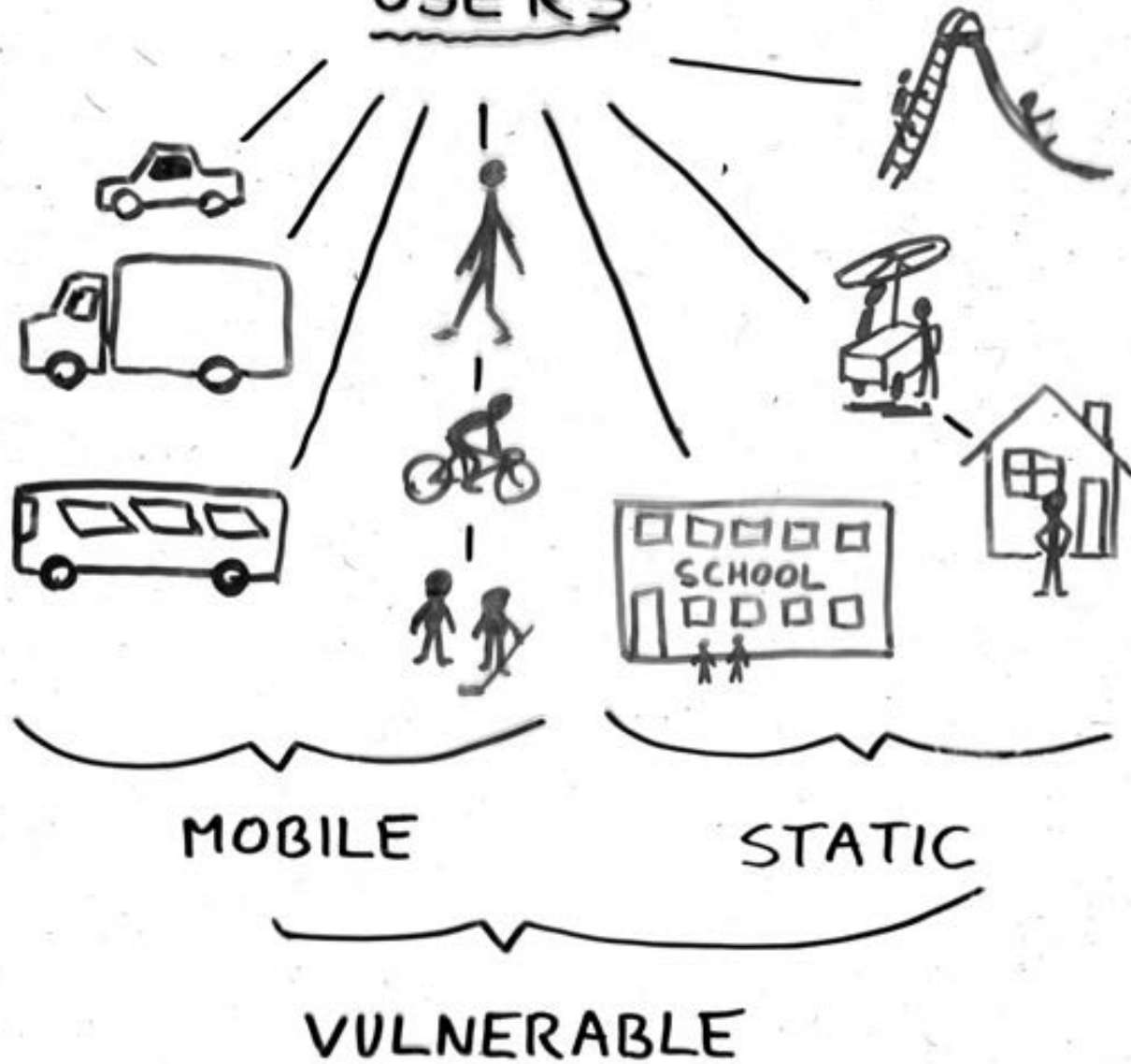
STATIC

VULNERABLE





STREET USERS



STREET
USERS



MOBILE

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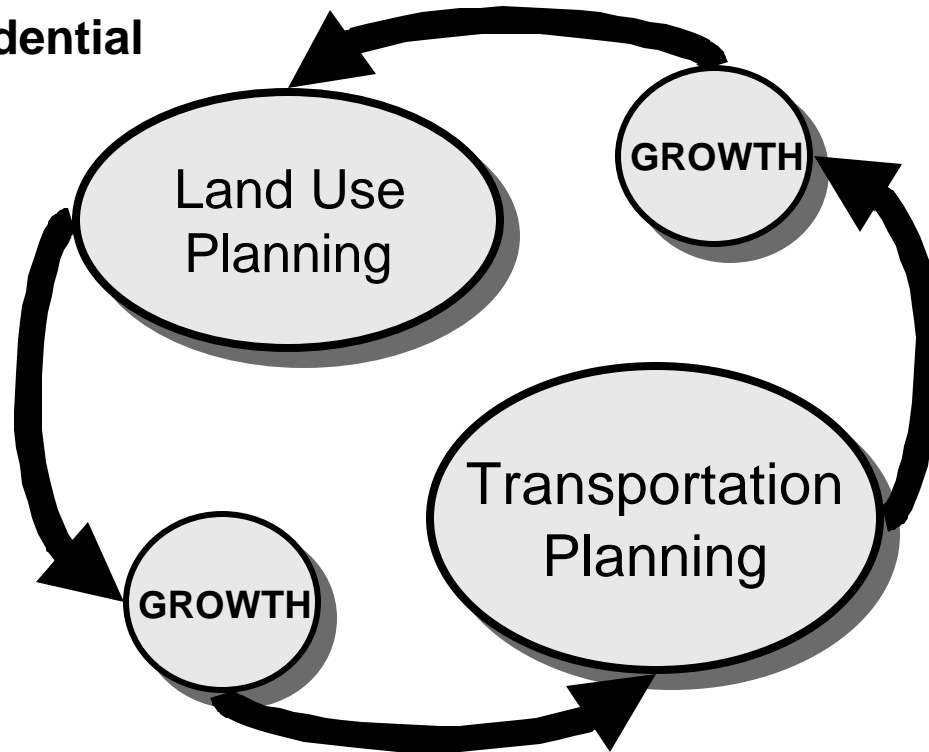
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