



**Adopting
Institute of Transportation
Engineers (ITE)
Roadway Design Standards**



ITE Walkable Urban Thoroughfares

- Recommended Practice manual to implement Walkable Urban Thoroughfares that follow a context sensitive approach
- Design standards apply to urban thoroughfares but **not** to highway facilities
- To be implemented in communities that support walkability
- Influenced by the context zone – land uses & characteristics – the thoroughfare traverses



Principles of Context Sensitive Solutions

- Project satisfies purposes and needs
- Project is a safe facility for user and community
- Project is in harmony with community values and goals
- Project adds long-lasting value to the community



Principles of Context Sensitive Solutions For Transportation projects

- Networks should accommodate all modes of transportation
- Thoroughfare design complements land uses and supports the activities associated with the uses
- Thoroughfare design may change as it passes through areas with differing character and community identities
- System capacity is achieved by balancing connectivity, sizing and classifying thoroughfares appropriately and providing multi-modal transportation alternatives

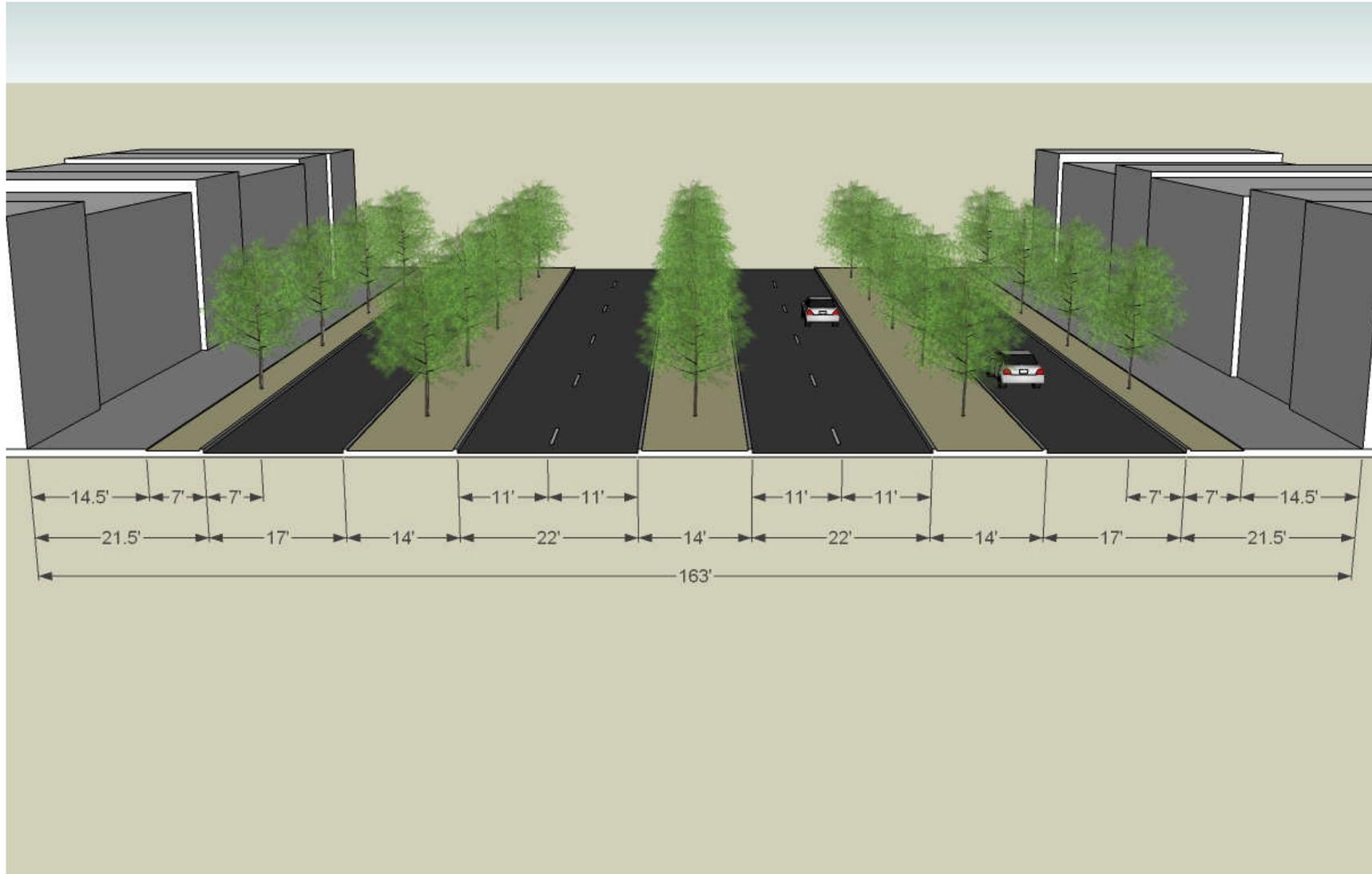


Urban Thoroughfare Classifications

- Multiway Boulevard
- Boulevard
- Avenue
- Rural Road
- Local Street
- Alley/Rear Lane

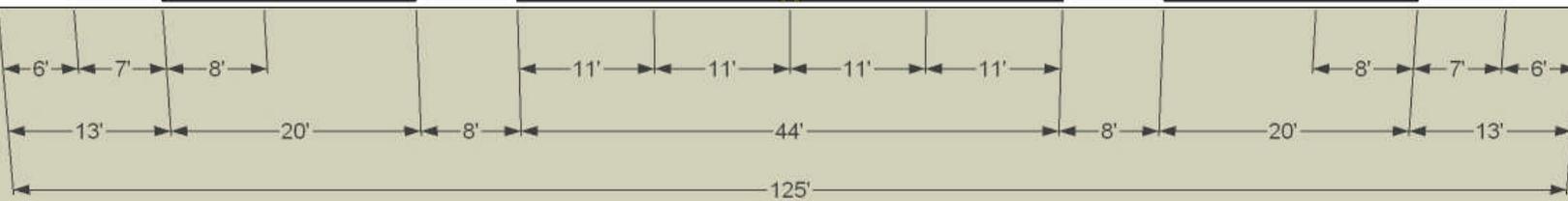


Multiway Boulevard



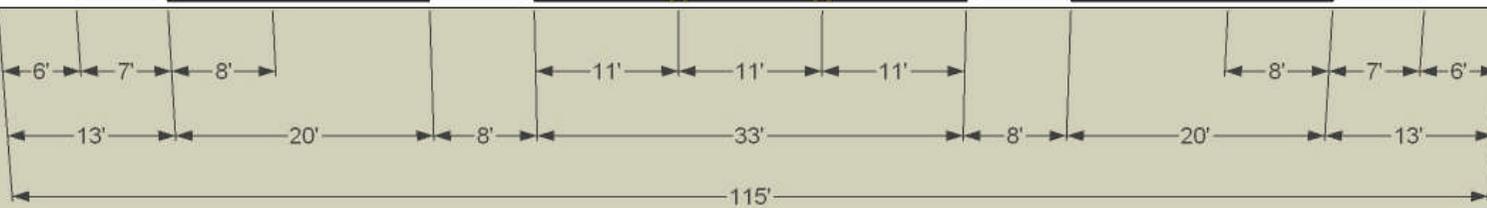


Multiway Boulevard



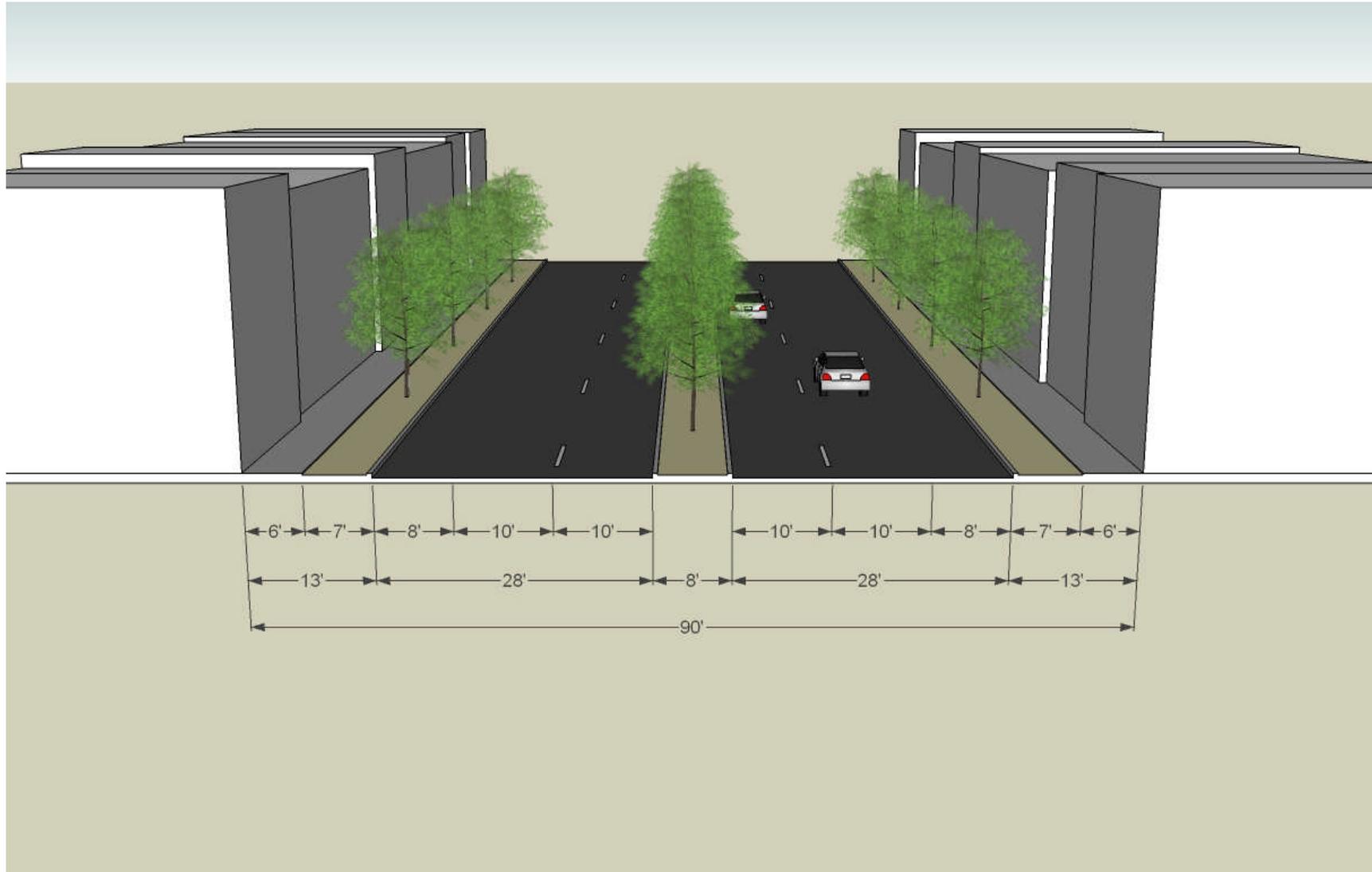


Multiway Boulevard



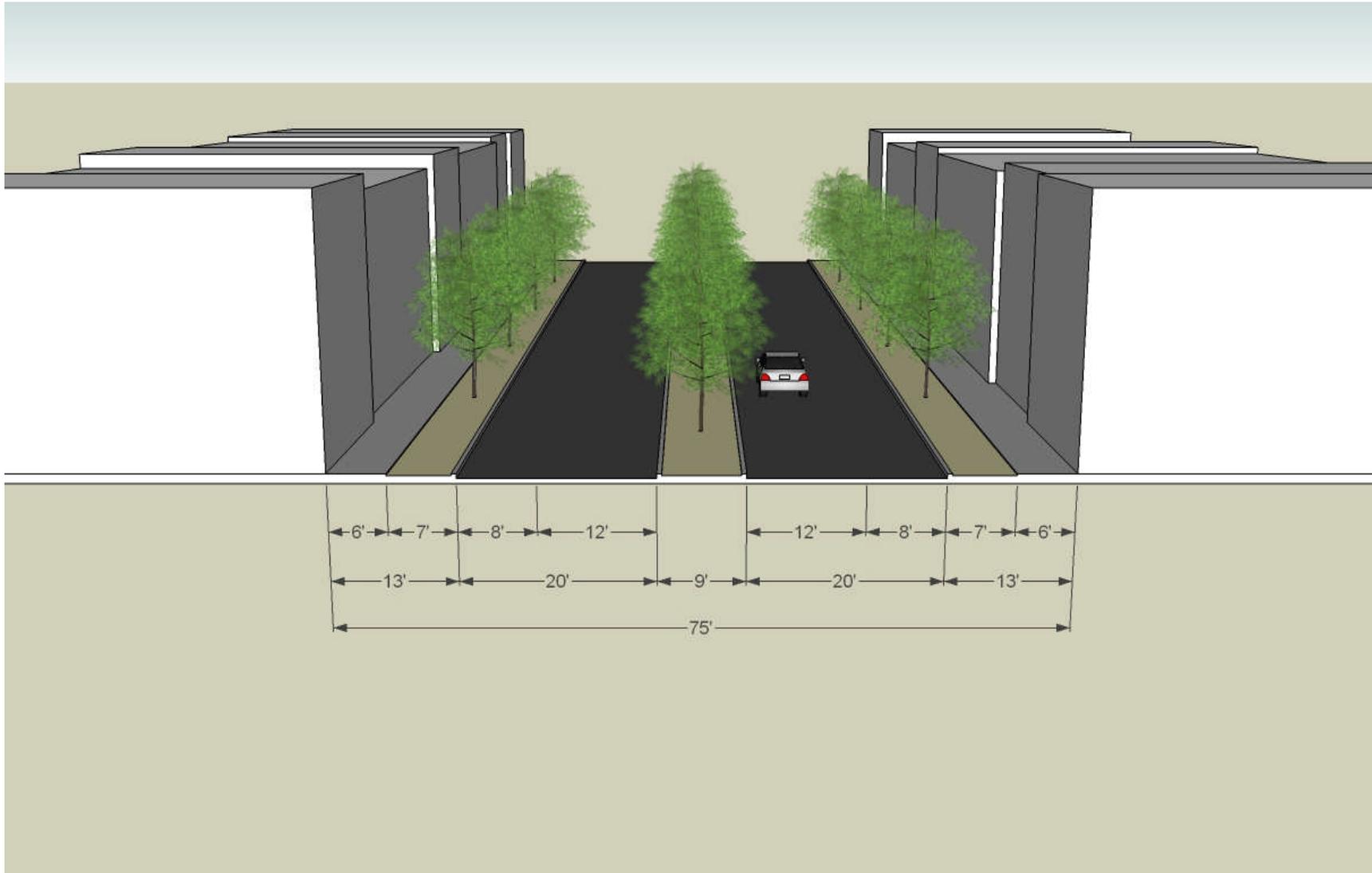


Boulevard





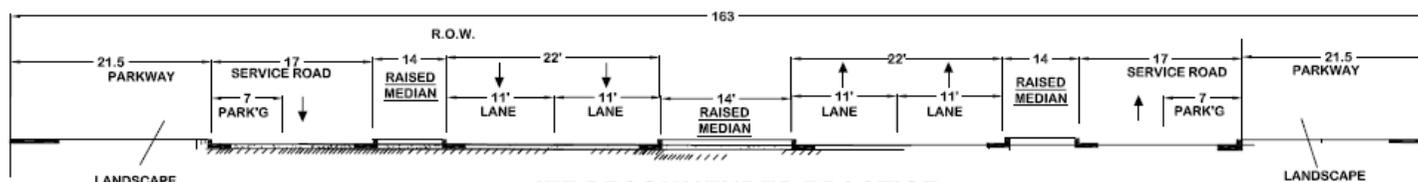
Boulevard



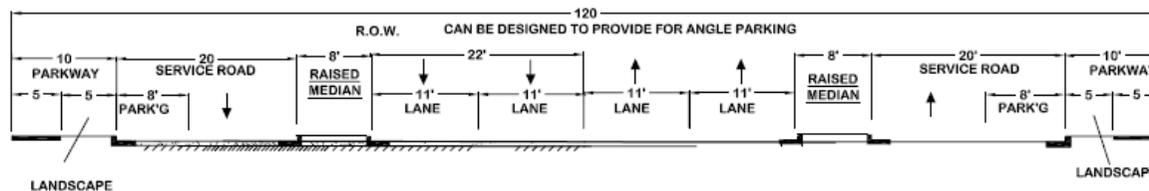


cross sections
proposed

DEPARTMENT
TRANSPORTATION

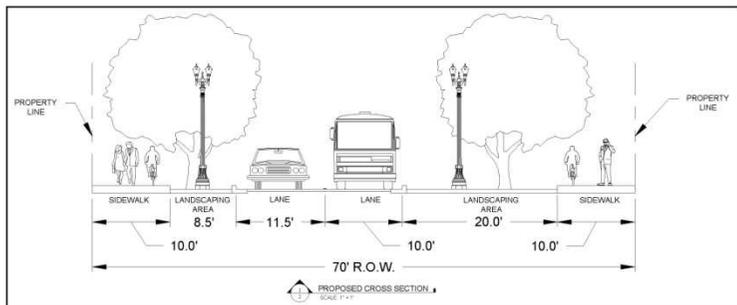
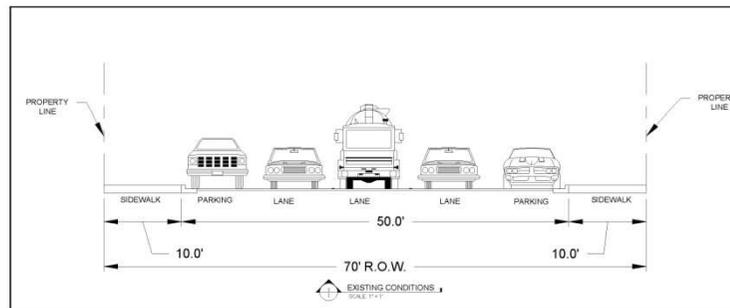
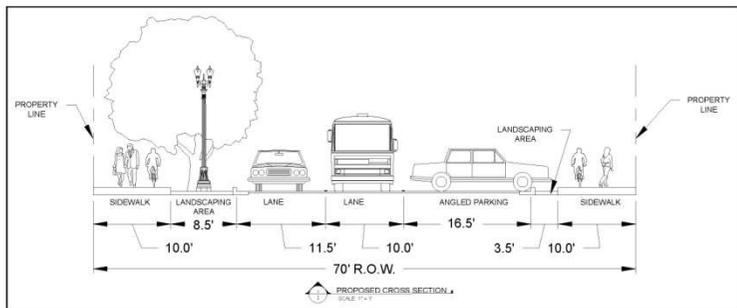


**ITE RECOMMENDED PRACTICE
MULTIWAY BOULEVARD**



MULTIWAY BOULEVARD

SERVICE SOLUTIONS SUCCESS



**MYRTLE AVE.
STREETSCAPE
IMPROVEMENTS
PHASE I
OCHOA TO OCTAVIA
OCTOBER 5, 2010**



Implementation Process

- Identify areas and corridors where walkable thoroughfares are desired given current or projected land uses
- Determine if urban context exists
- If existing – design with ITE standards
- If lacking – initiate planning/zoning changes



Implementation Process

- Once planning/zoning changes implemented – design with ITE standards
- If area is identified as drivable suburban – design with City's subdivision design standards



Potential Areas & Corridors* for ITE Design Standard Adoption

- Alameda BRT Corridor
- Mesa BRT Corridor
- Dyer BRT Corridor
- Montana BRT Corridor
- Downtown Planning Area
- Remcon Area
- ASARCO Redevelopment Area
- Mission Valley Transfer Center Area
- Medical Center of the Americas Area

* **Not an exhaustive list. Other areas/corridors may be recommended as part of final list. Procedure for adding corridors & areas will also be developed upon Council direction.**



Recommendations

Direct the City Manager to

- To adopt ITE standards for new development and construction
- Identify areas & corridors to implement walkable urban land use
- Develop a procedure for adding future areas and corridors
- Present these areas & corridors to Council for approval
 - Adopt Context Sensitive Solutions process for land use and design standard considerations in the identified areas
 - Adopt zoning overlays for the areas
 - Adopt ITE design standards for roadways in these areas



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