TRANSPORTATION RESEARCH

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Urban Street Symposium

Conference Proceedings

Dallas, Texas
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Sponsored by
TRB COMMITTEE ON GEOMETRIC DESIGN (A2A02)
TRB COMMITTEE ON OPERATIONAL EFFECTS OF GEOMETRICS (A3A08)

Transportation Research Board
National Research Council
2101 Constitution Avenue, NW
Washington, DC 20418

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Subscriber categories
2A highway and facility design
4A highway operations, capacity, and traffic control

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the Urban Street Symposium

for planners, engineers and urban street design professionals

June 28–30, 1999 in Dallas, Texas
Uptown, Downtown, or Small Town:
Designing Urban Streets That Work

INTRODUCTION

The Urban Street Symposium was held at the Adolphus Hotel in Dallas, Texas, on June 28–30, 1999. About 200 planners, engineers, and other urban street design professionals attended to hear presentations about numerous urban street design topics, ranging from designing for those with disabilities to flexible and neo-traditional street design.

The Urban Street Symposium was conceived with the goal of achieving the following objectives.

1. Provide a forum for comparison and debate of alternative urban street design practices.
2. Highlight problems caused by certain design practices, and better alternatives.
3. Promote applications of research.
4. Reconsider long-held urban street design practices in light of the "new urbanism" movement.
5. Document better urban street design practices.
6. Show "how to do it."
7. Share innovations with others.
8. Transfer urban street research findings to state agencies and to local governments.

The principal sponsors of the meeting were Transportation Research Board (TRB) committees A2A02 (Geometric Design) and A3A08 (Operational Effects of Geometrics). Cosponsors were:

- American Association of State Highway and Transportation Officials (AASHTO)
- American Society of Civil Engineers (ASCE), Geometric Design and Operations Committee
- Federal Highway Administration (FHWA)
- Institute of Transportation Engineers (ITE), Traffic Engineering Council and Texas Section of ITE
- National Association of County Engineers (NACE)
- TRB Committee A1D07, Access Management

Members of the Symposium oversight group included:

Robert Behar of Carr Smith Corradino, Miami, FL
Kay Fitzpatrick of Texas Transportation Institute, College Station, TX
J. L. Gattis (chair) of University of Arkansas, Fayetteville, AR
David R. Loutzenheiser of Federal Transit Administration, Cambridge, MA

Christopher Poe of Texas Transportation Institute, College Station, TX
Larry Shannon of Ohio Dept. of Transportation, Columbus, OH

The TRB staff liaison was Richard Cunard. The chairmen of the sponsoring TRB committees were Daniel Fambro, Chairman of A2A02, and Douglas Harwood, Chairman of A3A08.

PROGRAM CONTENT

The Urban Street Symposium program included the following sessions, beginning Monday morning and continuing until noon Wednesday.

Monday, June 28, 1999

8:30–9:00	Welcome and Opening Remarks
9:00–11:15	Urban Street Design: Different Perspectives
11:30–12:45	Lunch - George Black (National Transportation Safety Board, Washington, D.C.)
1:00–2:00	Public Involvement: Examples and Models
1:00–2:00	Layout and Functional Classification: Different Paradigms Part A
2:15–5:00	Layout and Functional Classification: Different Paradigms Part B
2:15–5:00	Access Management: The Best Idea Since the Interstate System

Tuesday, June 29, 1999

8:00–9:30	Street Speed: Management and Accommodation
8:00–9:30	Intersections: Where It All Comes Together
9:50–11:30	Cross Sections: Allocating the Width
9:50–11:30	ADA and Peds
1:00–5:00	Traffic Calming in the Dallas Area: Field Trip
1:00–5:00	Light Rail in the Urban Setting: Presentations and Field Trip
1:00–2:30	Safety and Design: Quality Control
3:00–5:00	Capacity Analysis and Urban Design Workshop: What It Can Do For You

Wednesday, June 30, 1999

8:00–10:00	Traffic Calming: Experiences and Examples
10:20–noon	Flexible and Neotraditional Designs: Pro and Con
Noon–12:15	Closing

Speakers were invited to submit papers for inclusion in the Symposium proceedings. The field trip and the workshop sessions were not conducive to being documented in a paper, and some presenters chose not to present final papers for publication. Those papers that were submitted have been included in the proceedings.

As the titles from the Urban Street Symposium program suggest, a wide variety of views were presented at the Symposium. Given the wide variety and sometimes conflicting views in the arena of urban street design at the end of the twentieth century, perhaps one of the most memorable remarks at the Symposium was one from a retired state transportation department engineer, who, when asked why he chose to attend the Urban Street Symposium, replied that he “was here to learn.”

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