

Making Space

IPENZ Transportation Group Conference 2016

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Our focus is on design tools, categorised by:

1. Remove an element
2. Reduce an element
3. Share space (permanently)
4. Share space (different times)
5. Remove a road user group

1. REMOVE AN ELEMENT
Road diet



Kaikorai Valley Road, Dunedin

Knapp et al, 2014

http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf

Schlossberg, 2014

Rosales, 2007

1. REMOVE AN ELEMENT
Road diet



5th Street, Davis, California

1. REMOVE AN ELEMENT
One-way street



London

1. REMOVE AN ELEMENT
Bicycle boulevard / neighbourhood greenway



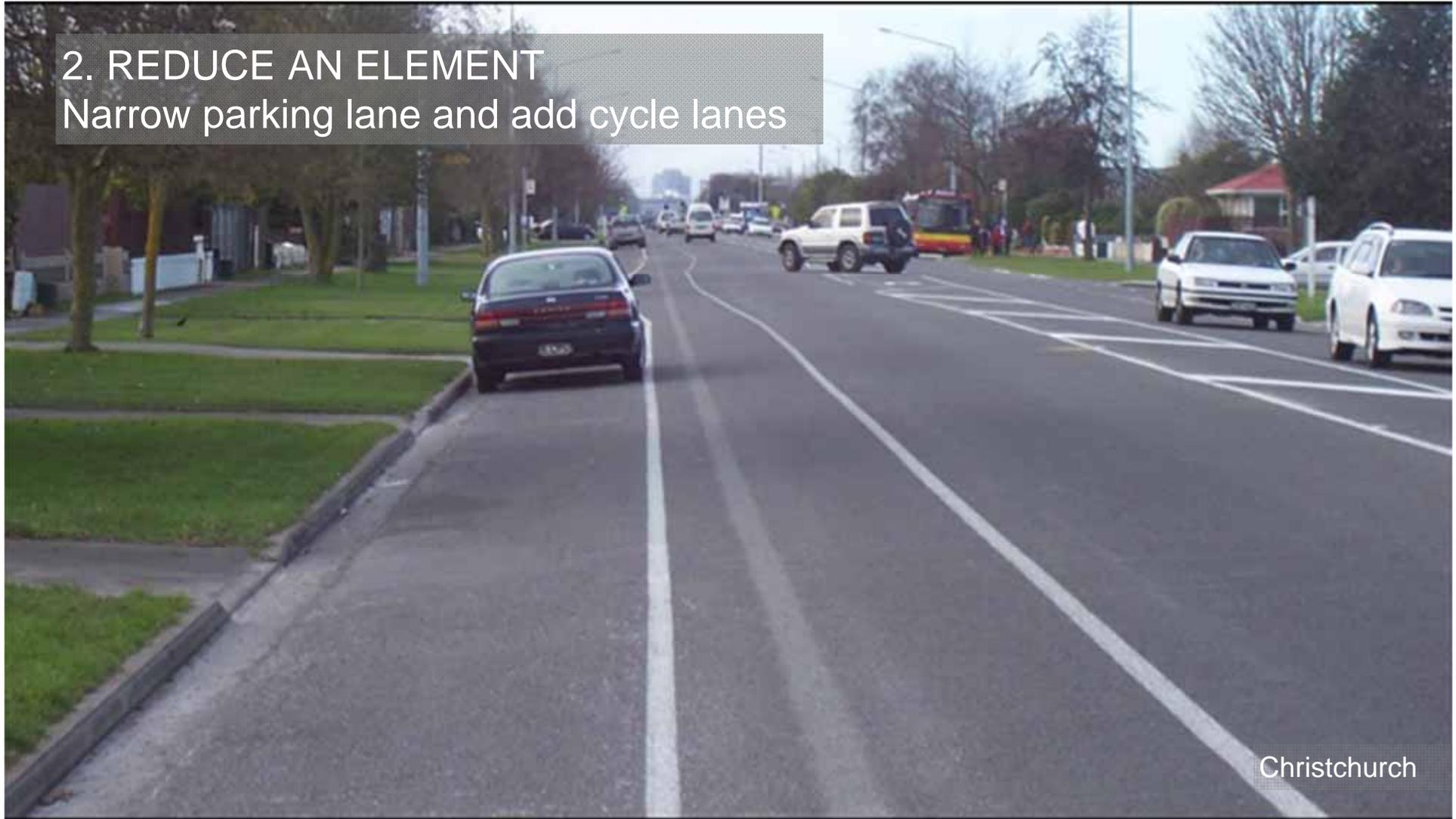
Sacramento, California

1. REMOVE AN ELEMENT
Remove parking to add cycle lanes



Christchurch

2. REDUCE AN ELEMENT
Narrow parking lane and add cycle lanes



Christchurch

2. REDUCE AN ELEMENT
Narrow flush median



Wilsons Road Christchurch

3. SHARED SPACE – PERMANENT
Single-lane traffic through constriction



Bristol

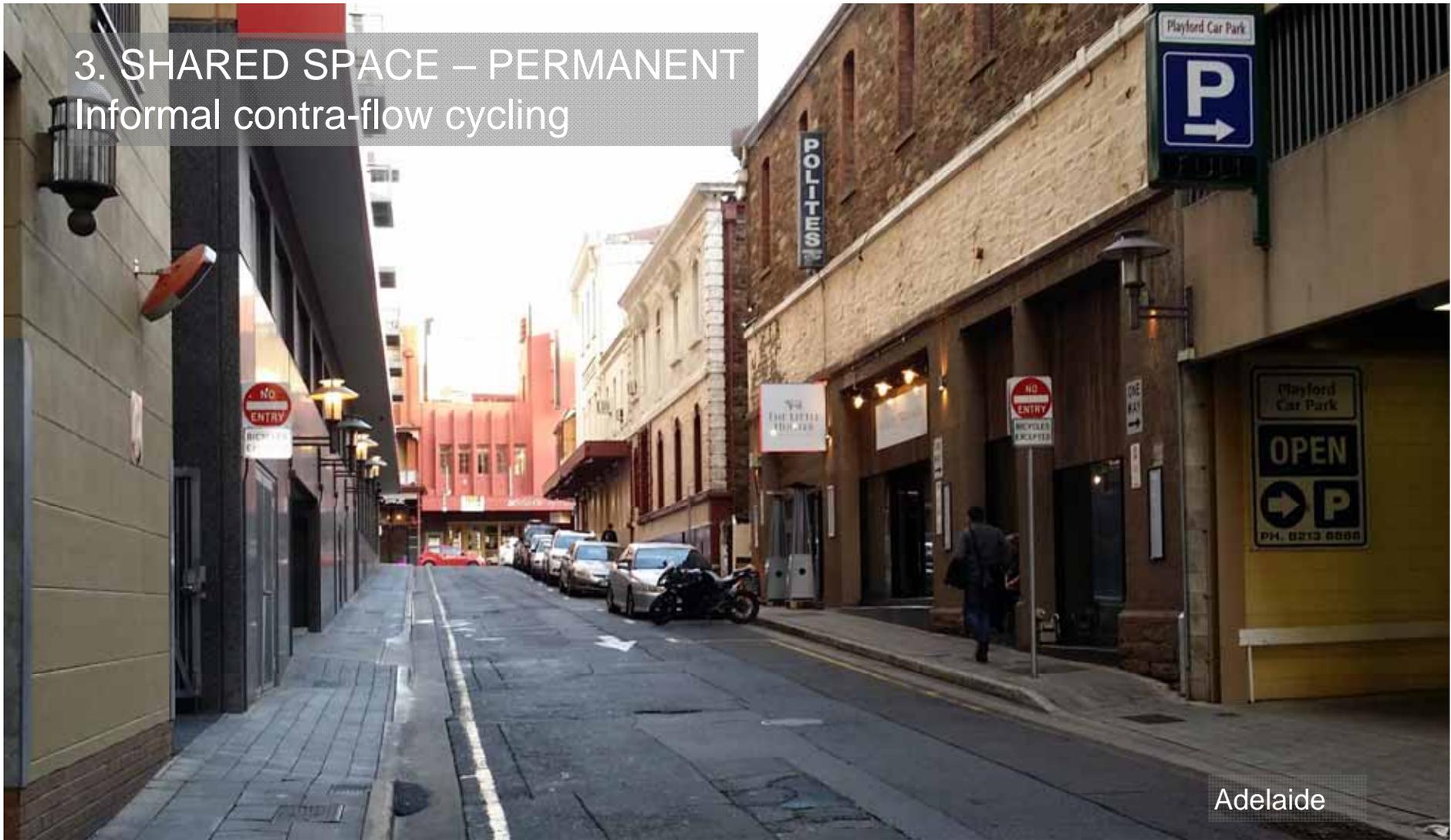
3. SHARED SPACE – PERMANENT

Shared outside lane



Long Beach, California

3. SHARED SPACE – PERMANENT Informal contra-flow cycling



Adelaide

3. SHARED SPACE – PERMANENT
In-lane bus stop with bicycle bypass



Fendalton Rd., Christchurch

3. SHARED SPACE – PERMANENT Shared traffic and tram lanes



Amsterdam

3. SHARED SPACE – PERMANENT
Bicycle boulevard / neighbourhood greenway



Berkeley – pavement markings

3. SHARED SPACE – PERMANENT
Sharrows – kerb lane (no parking)



Wellington

3. SHARED SPACE – PERMANENT
Sharrows – for single lane adjacent to parking



Town centre, Davis, California

3. SHARED SPACE – PERMANENT
2-minus-1 and Fietstraat



Utrecht, The Netherlands

3. SHARED SPACE – PERMANENT 2-minus-1 and Fietstraat



Vleuten (near Utrecht), The Netherlands

3. SHARED SPACE – PERMANENT 2-minus-1 roadway



Enschede, the Netherlands

4. SHARED SPACE – DIFFERENT TIMES

Intermittent bus lanes



4. SHARED SPACE – DIFFERENT TIMES Part time tram/bus platform



Freiburg, Germany

4. SHARED SPACE AT DIFFERENT TIMES Single-lane two-way busway



Eugene, Oregon

4. SHARING – FOR ONE ROAD USER ON A TIME BASIS

Parking supply/demand management – free up kerb space

The screenshot shows the SFpark website interface. At the top is a navigation bar with the SFpark logo and links for 'The Project', 'How it Works', 'FAQ', 'Resources', 'News', and 'Contact Us'. The main content area features a map of San Francisco with various parking zones highlighted in red, orange, and blue. A vertical legend on the left indicates 'High' (red), 'Med' (orange), and 'Low' (blue) pricing levels. To the right of the map is a 'Find Parking' section with instructions and a dropdown menu for 'All pilot areas'. Below this is a table summarizing the pricing and availability for each level.

SFpark The Project How it Works FAQ Resources News Contact Us

Find Parking
To find parking in SFpark areas select a blockface on the map to view availability and pricing.

All pilot areas

- 1) Choose a pilot neighborhood above
- 2) Click a blockface or garage icon for rates
- 3) Click \$ for a comparative pricing map

	Availability	Pricing
low	0-15%	\$0 - \$2.00 / hr
med	15-30%	\$2.01 - \$4.00 / hr
high	30%+	\$4.01+ / hr

Use + and - to zoom in manually
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5. REMOVE A ROAD USER GROUP (PART TIME)

Limited access time for motor vehicles



Central Rome

5. REMOVE A ROAD USER GROUP (PART TIME)
Limited access times for delivery vehicles



Fort Street, Auckland

5. REMOVE A ROAD USER GROUP (FULL TIME)
Private cars excluded



Groningen

5. REMOVE A ROAD USER GROUP – FULL TIME
Pedestrian or transit mall



Denver, Colorado

Impacts

- Winners & losers
 - Impacts can be less than perceived
- May need legislation changes in NZ
 - May just be a local bylaw
- May need major public education
 - E.g bus boarders; 2-minus-1 trial



If in doubt, slow everyone down

Questions?

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