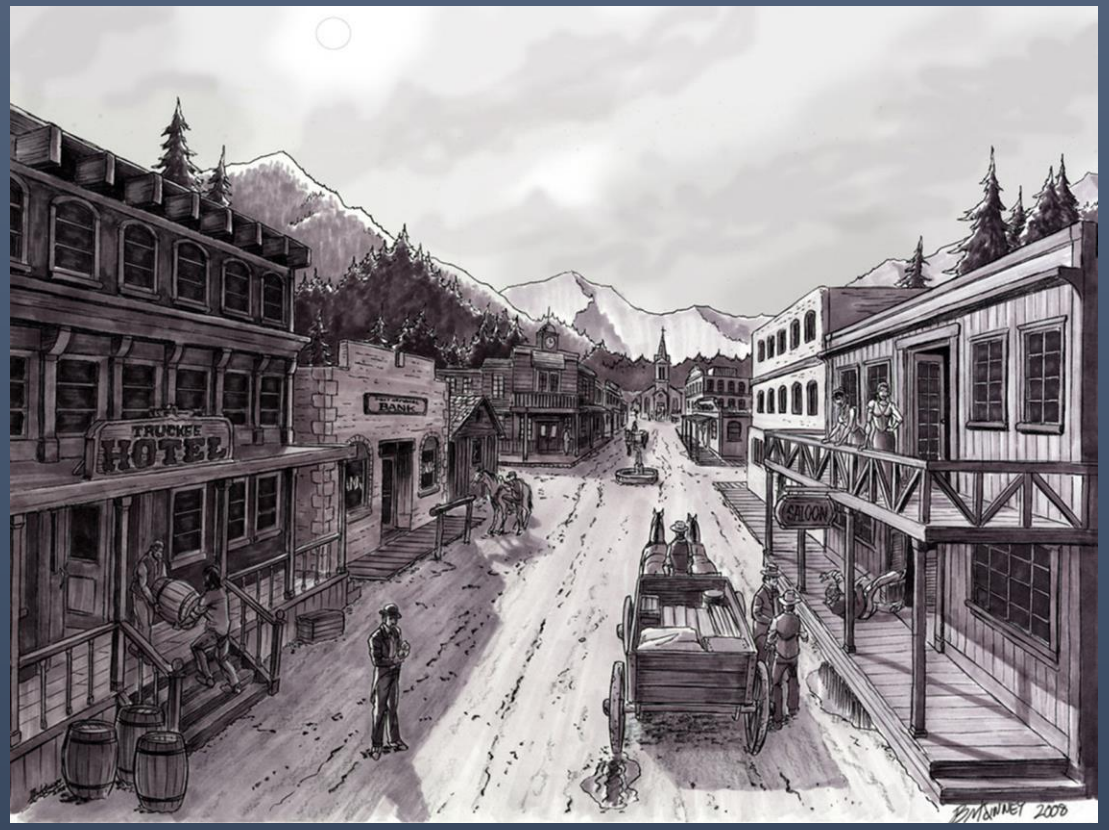
Complete Streets in Los Angeles 1870-Today

Rock Miller, P.E.

Rock@RockEMiller.com

@Rockmiller

Early Complete Street



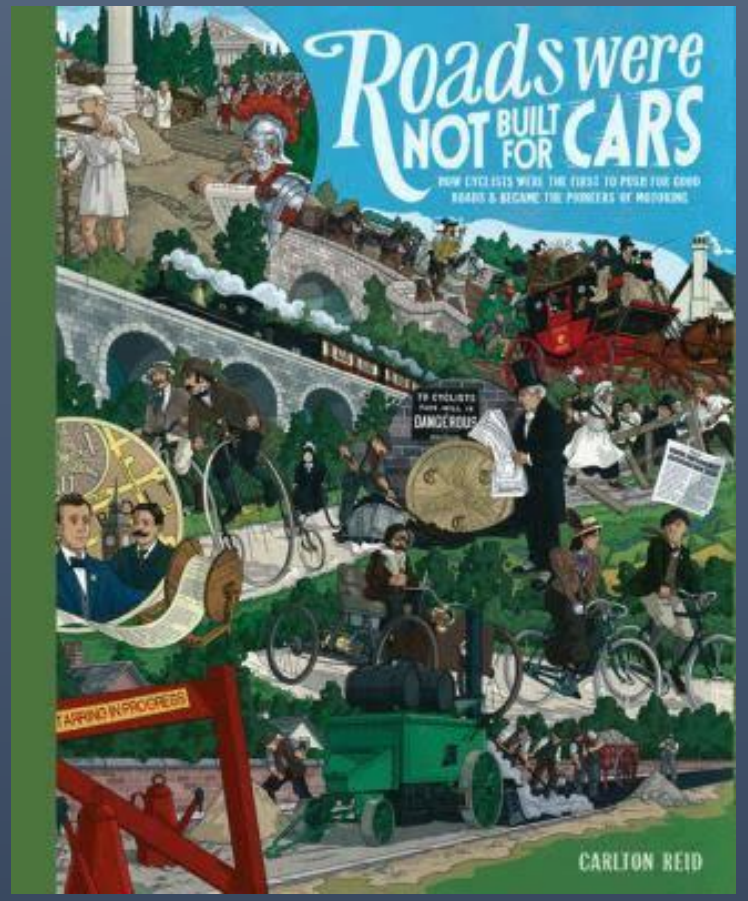
- Dirt Streets
  - Good for horses
- Wooden Sidewalks
  - Available Material (Renewable)
- Right of Way
  - Common Sense
  - Keep Right
  - First Come/First Go

Ancestor of Modern Bicycle Perfected

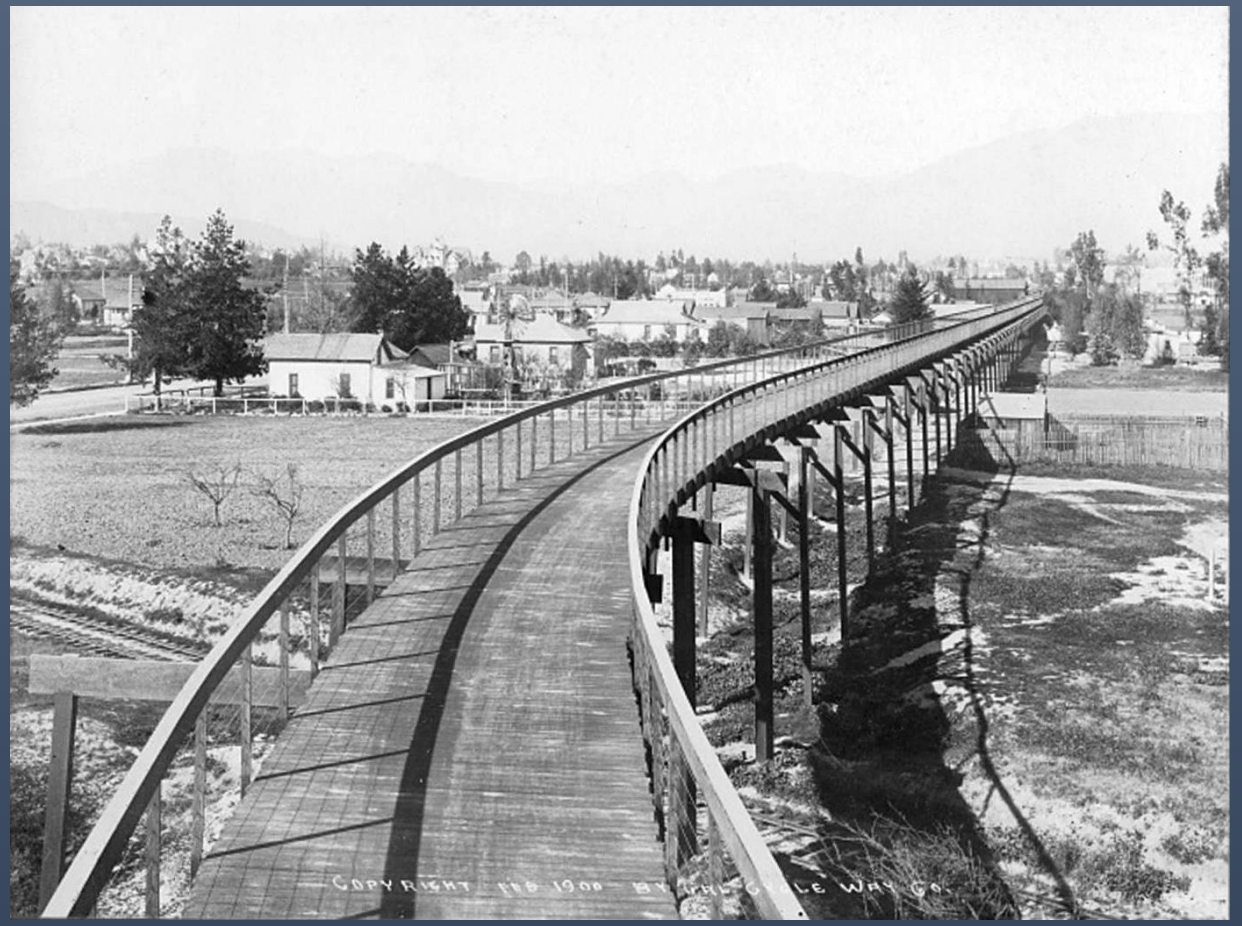
- c. 1870
- Quickly became a popular form of personal urban transportation and recreation
- Asphalt paving made a huge difference
- Good Roads Movement is conceived

The Rise of Paving

- Roads Were Not Built for Cars
  - Carlton Reid, 2014
- Advocacy for Paved Roads Begins
- League of American Wheelmen Influential

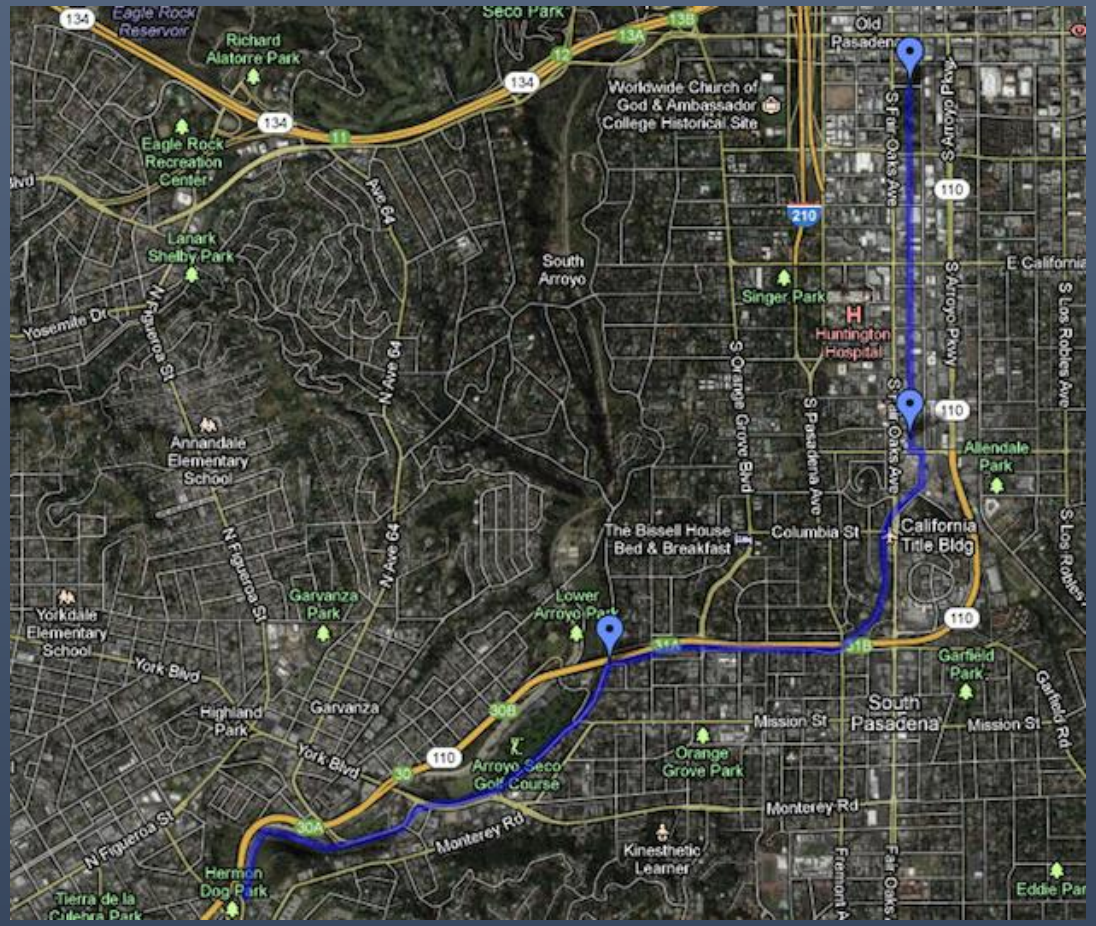


The California Cycleway

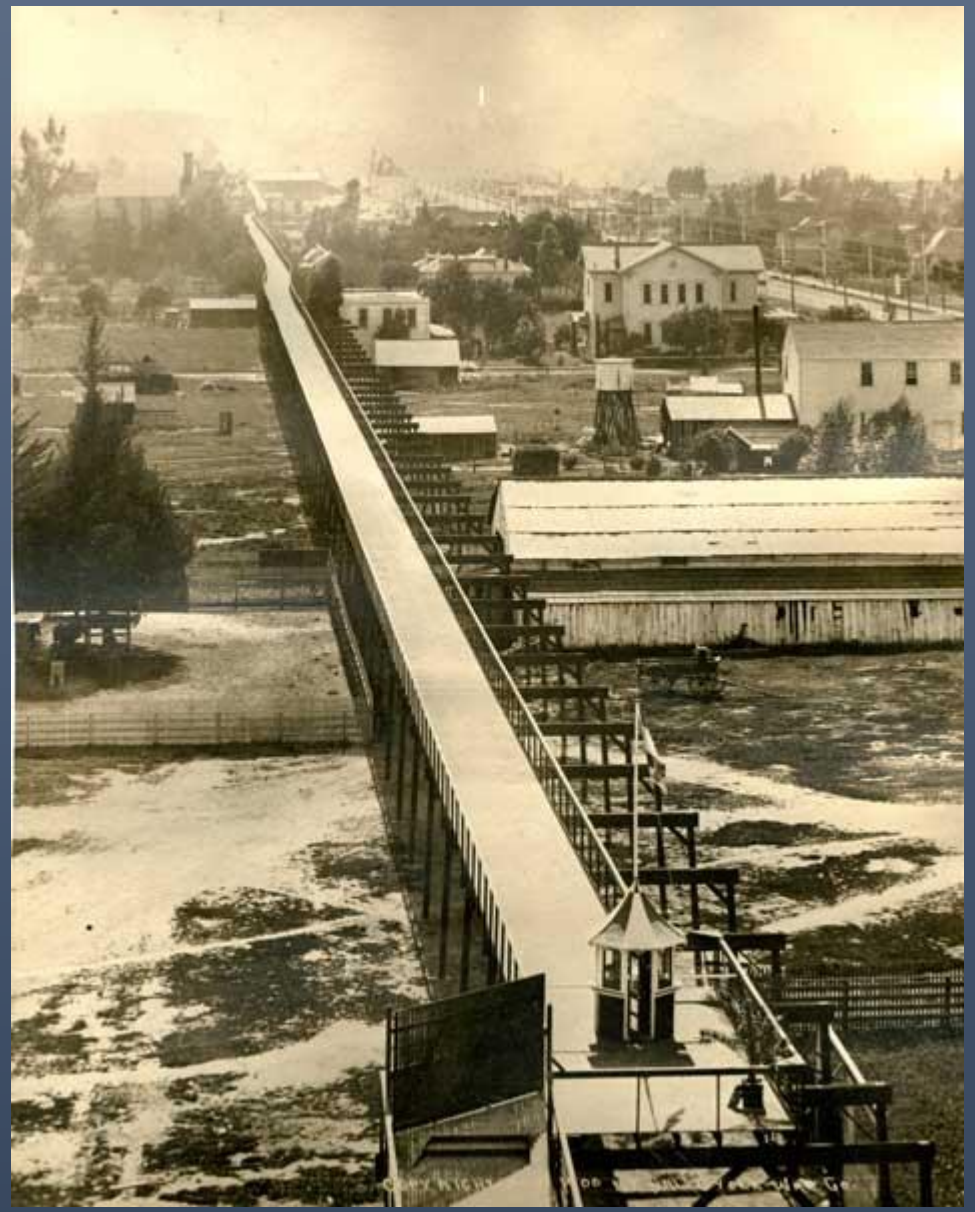


The California Cycleway, 1897

- Planned from Pasadena to Los Angeles
- Built only in Pasadena between two hotels
- 10 cent toll
- No known visible remnants

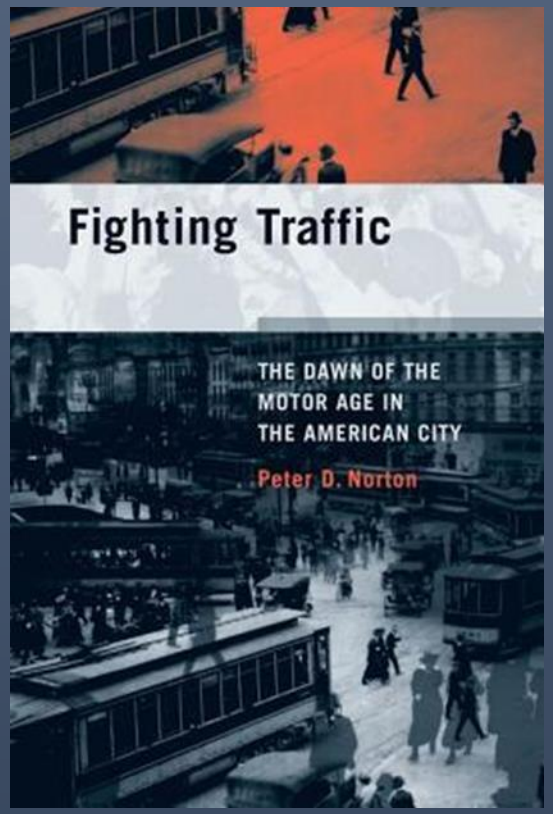



Mott
Studio

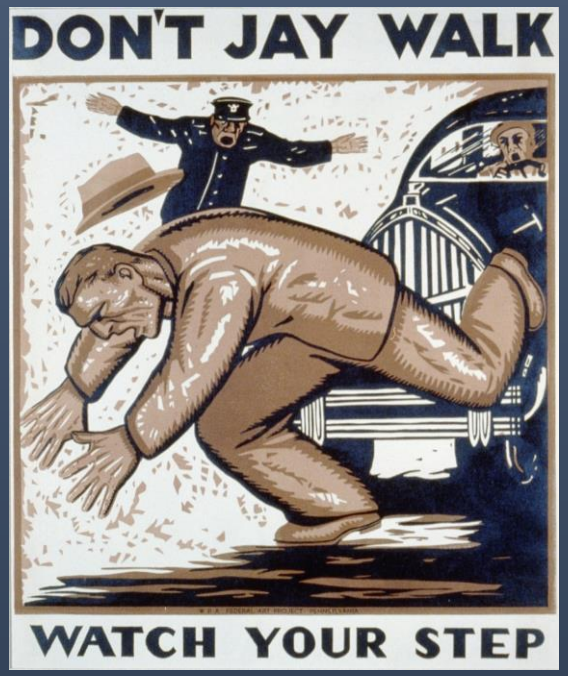


Santa Monica Cycle Path (1900)

Fighting Traffic
The Dawn of the Motor Age in the American City

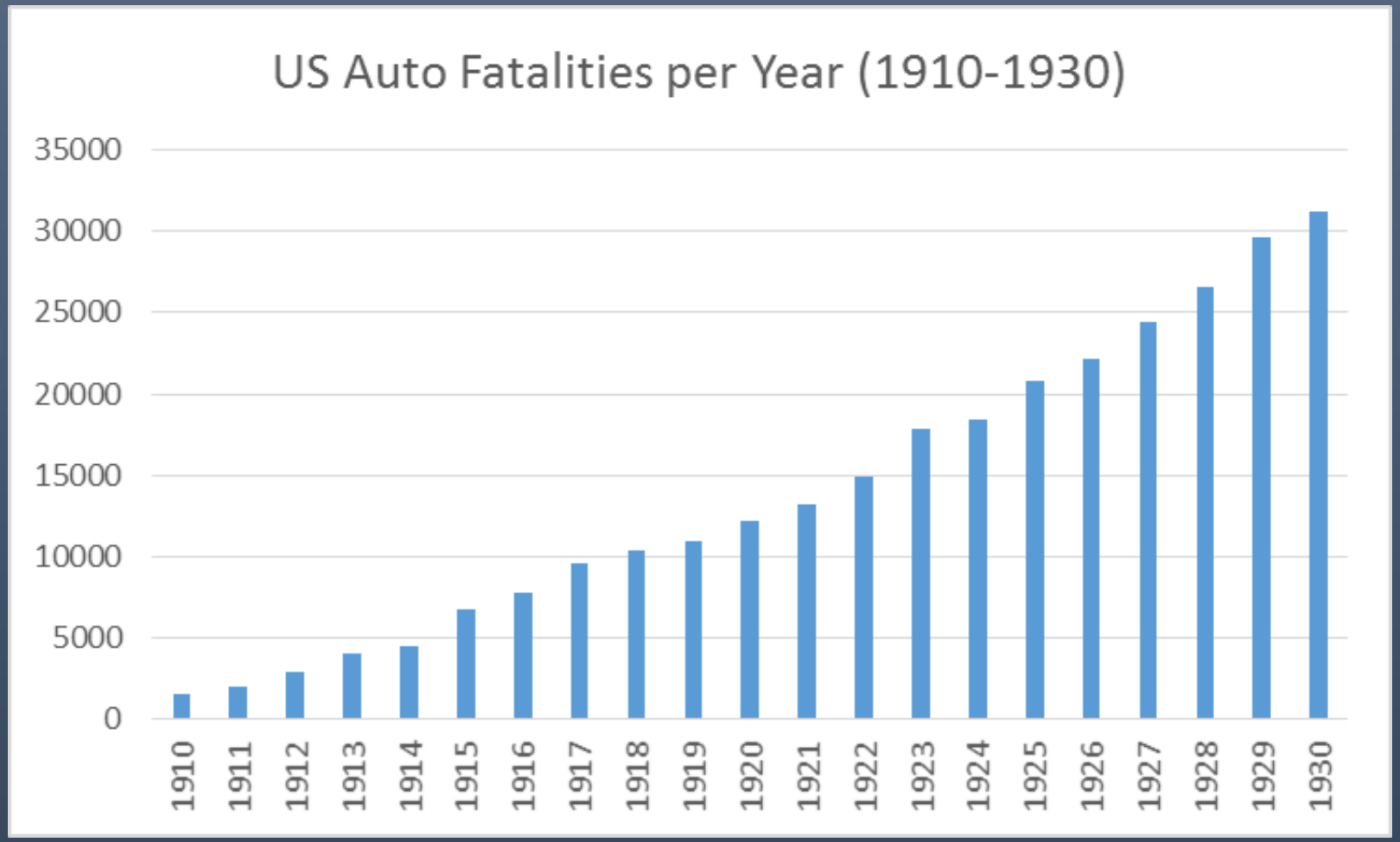


- Peter Norton (2008)
- A story of how cars won the City
- Jaywalking Origin



Early Years of Traffic Safety

- 2/3 to 3/4 Pedestrians
- 1/3 Children

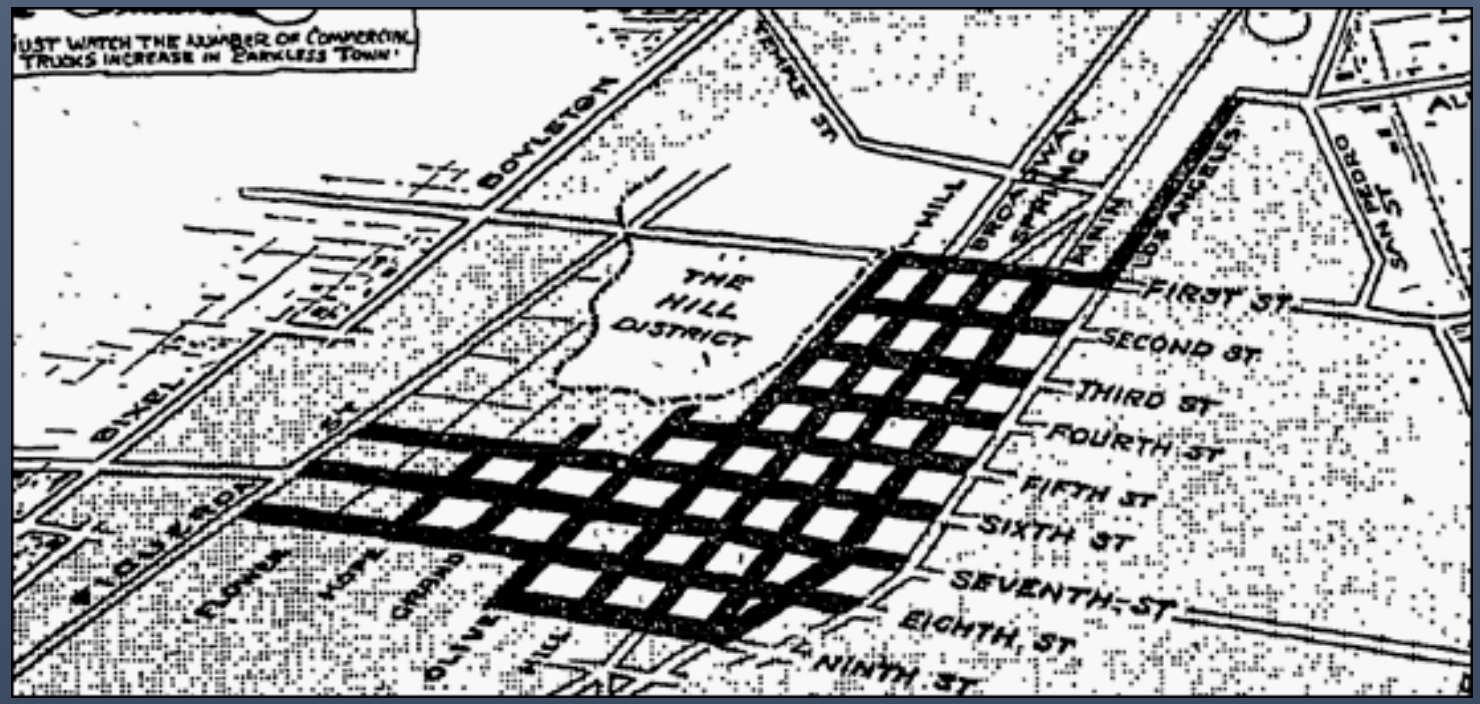


How Streets Looked

- Need for Traffic Control self evident
- Traffic not moving
- Movement led by Downtown Businesses and Merchants
- First emphasis was for order and efficiency

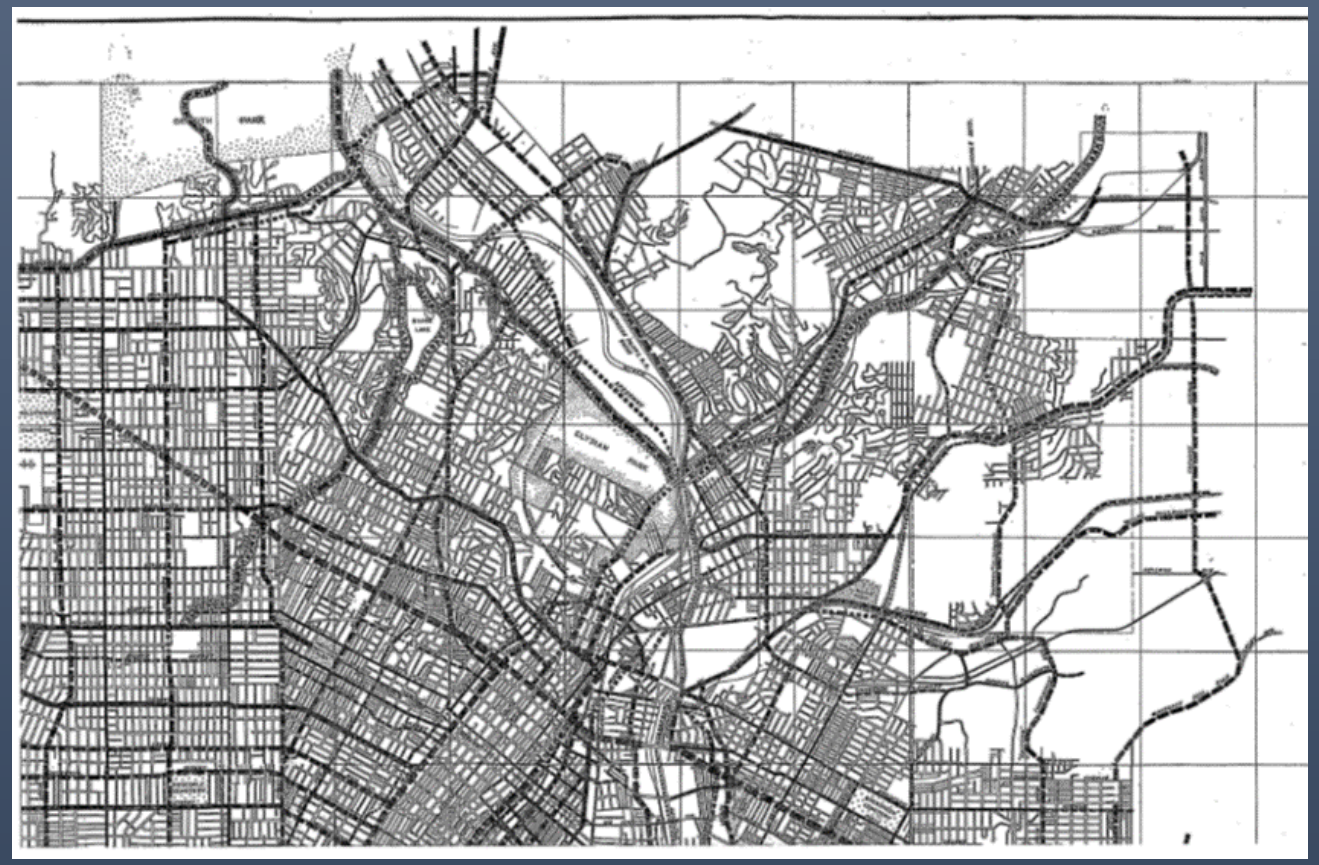
Los Angeles 1920 Downtown Parking Ban

- Lasted a Few Weeks
- Pushed by Rail Interests
- Instantly Controversial
- Reduced to peak hours only



Los Angeles Major Street Traffic Plan

- First Draft by AAA c. 1920
  - Traffic Commission of COLA
- Expanded by Expert Panel 1924
  - F.L. Olmstead JR, et al
- Emphasis on:
  - Widening
  - New Corridors
  - Parkways
- Many Elements Visible Today



Miller McClintock (1894-1960)

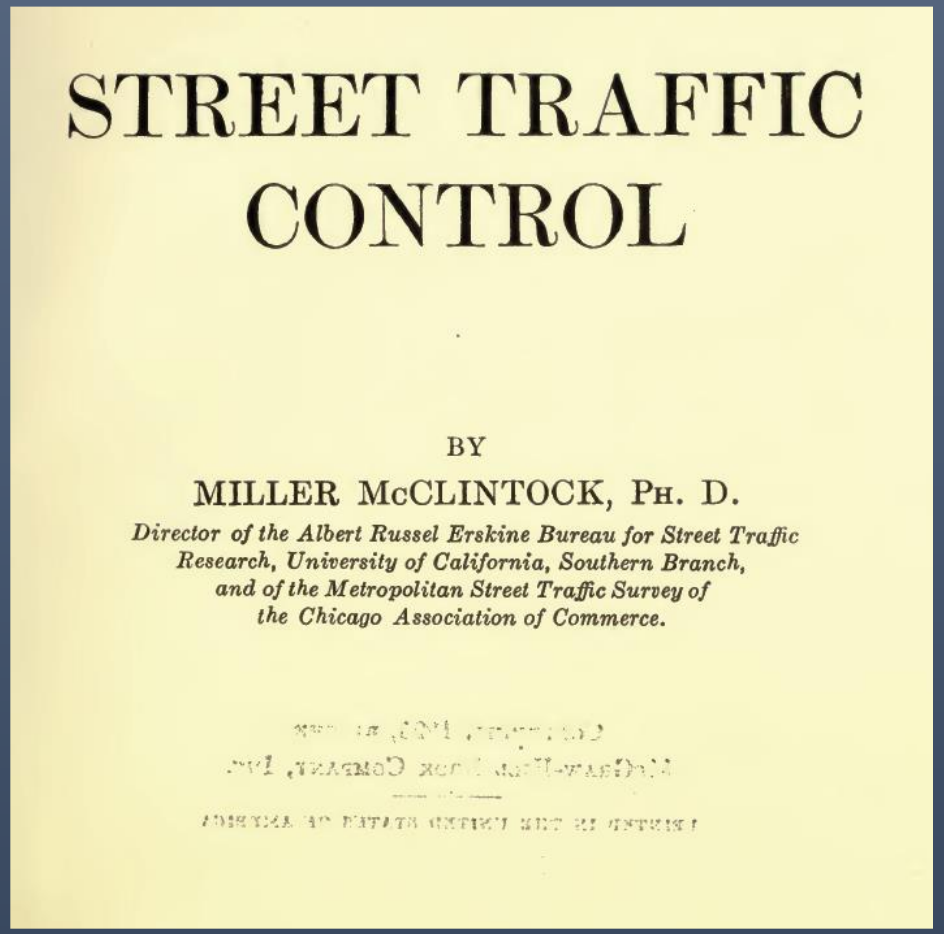
- English Instructor, M.A.
- Doctorate from Harvard on Regulation of Traffic (1924)
  - First Scholarly Paper on the Subject
- Joined UCLA Faculty (1925)

Birth of Traffic Engineering

- McClintock Retained to Work in Los Angeles to Address Growing Congestion and Safety Problems
- Develops Concise Traffic Code for Los Angeles (1923-24)
  - Code is Adapted to Many Communities and Survives Today
- Pioneers Many U.S. Traffic Flow Regulations
  - Parking Restrictions
  - Pedestrians must Cross at Crosswalks
  - Right Turn on Red

Street Traffic Control

- McClintock Seminal Work on Traffic based upon his Graduate Work and LA Success
  - Basis for Uniform Vehicle Code
  - Does not Endorse Widening, etc
- McClintock later retained by many large US cities
- Leaves UCLA to found Erskine Bureau for Traffic Research at Yale University



STREET TRAFFIC CONTROL

BY

MILLER McCLINTOCK, PH. D.

Director of the Albert Russel Erskine Bureau for Street Traffic Research, University of California, Southern Branch, and of the Metropolitan Street Traffic Survey of the Chicago Association of Commerce.

Right Turn Lane Concept

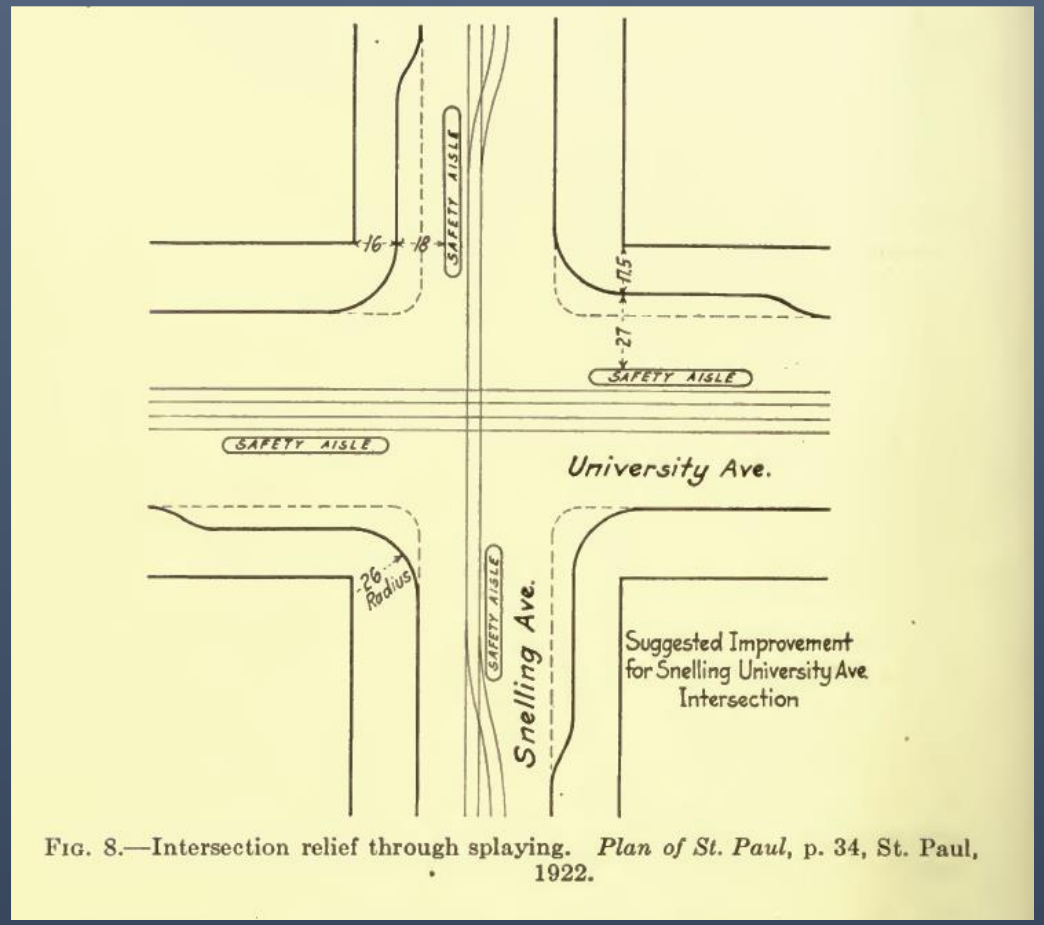


FIG. 8.—Intersection relief through splaying. *Plan of St. Paul*, p. 34, St. Paul, 1922.

- From McClintock Book
  - St Paul, MN, 1922

Car takes the Right of Way (1925-1930)

- Traffic control strategies provide order, but do not provide capacity for growth or allow for pedestrian safety
- Streets are full. Auto sales stall. Expansion of auto use requires more “floor space”
- McClintock Endorses Street Widening, etc, as appropriate to provide more vehicle capacity
- Pedestrian Control viewed as necessary for cars to succeed
- Highway Engineers develop urban arterial concepts

Stake Holders in Auto Industry

- Auto Production Industry
- Auto Parts & Tires Industry
- Road Construction Industry
- Domestic Oil Extractors
- Auto Insurance Industry
- Steel Industry
- Newspaper Industry
- Bank (Loan) Industry
- Government Sectors
- Employment
- Home Building
- Home Furnishing

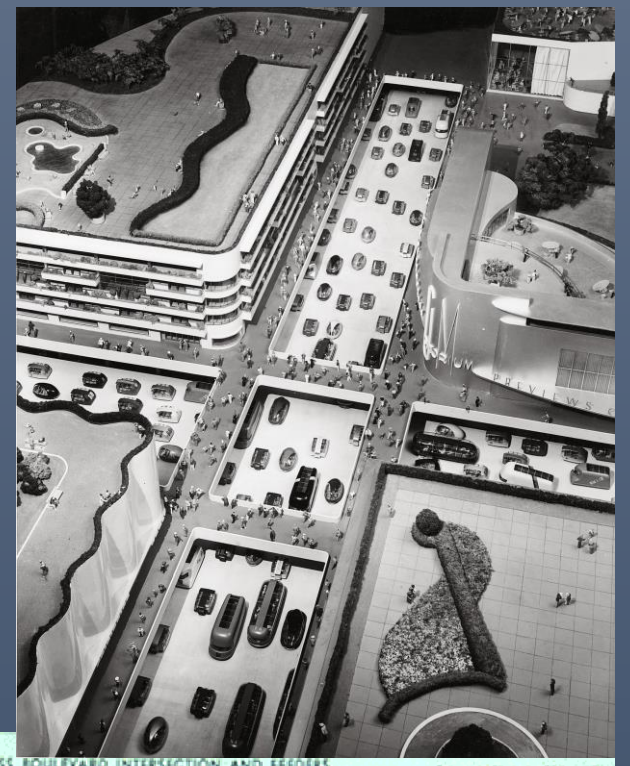
Birth of the Speed Era (1920-1930)

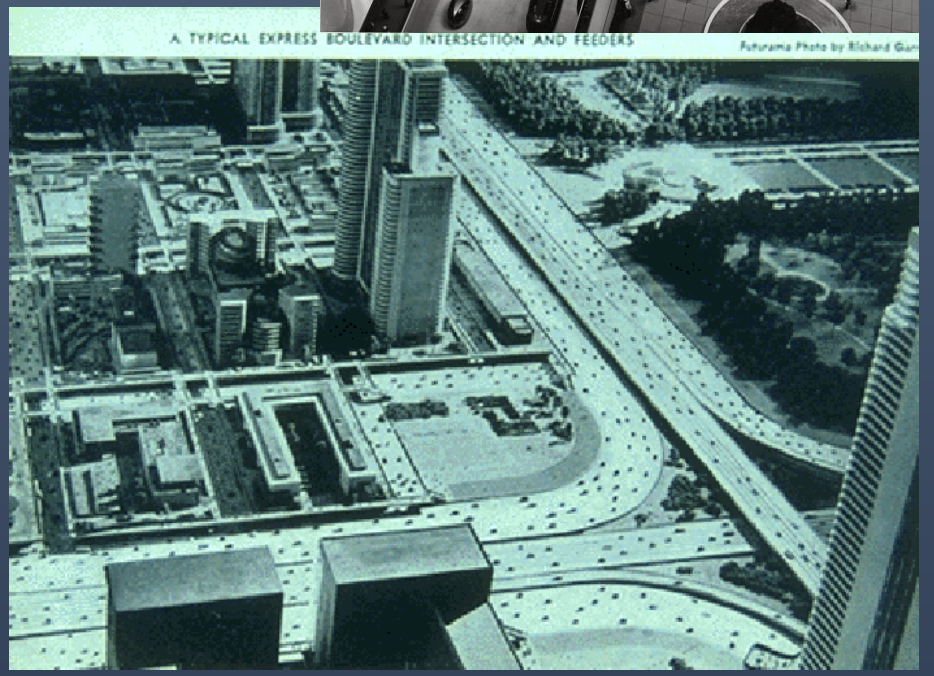
- Political Freedom vs Spatial Efficiency
- Modern vs Outmoded
- Oppressive Speed Limits
- Recklessness … or Speed?
- Dawn of the Motor Age!
- Motordom

Who Framed Roger Rabbit?

1930-1970

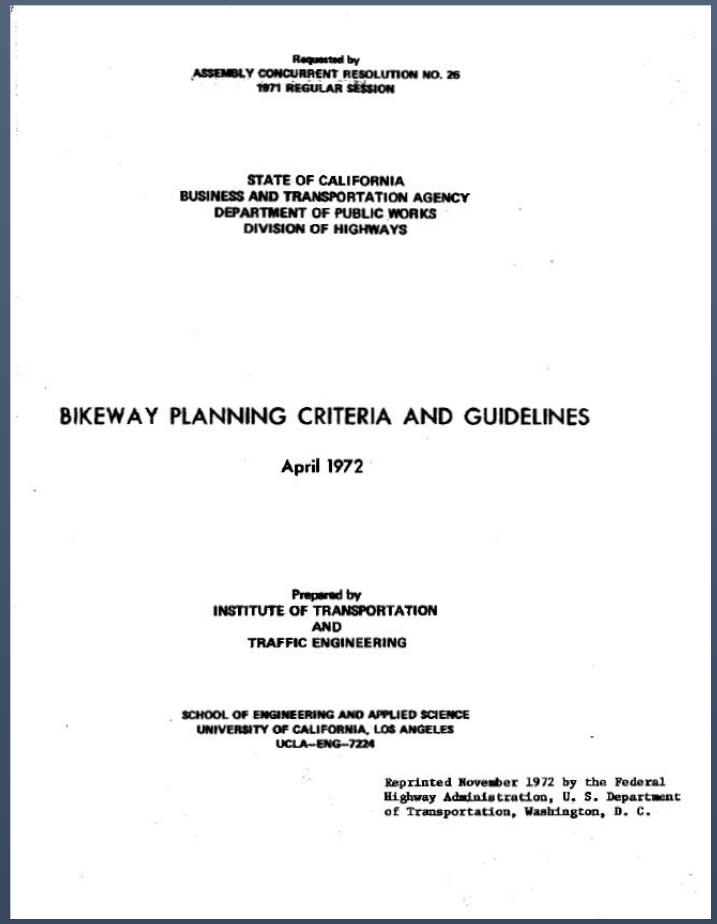
- American's Postwar Industrial Advantages
- Growing Economics of Automobiles to GNP
- Death of Pacific Electric and Interurban Railways
- Bicycling Tries to Hold its Own
- Walking declines with suburban housing model





Potential Bicycle Comeback?

- Bicycle Planning Criteria and Guidelines (1972)
  - Informational Report for Use by the State of California
  - UCLA & UC Davis Co-op Project
  - Radical Ideas being used in Europe



Requested by
ASSEMBLY CONCURRENT RESOLUTION NO. 26
1971 REGULAR SESSION

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

BIKEWAY PLANNING CRITERIA AND GUIDELINES

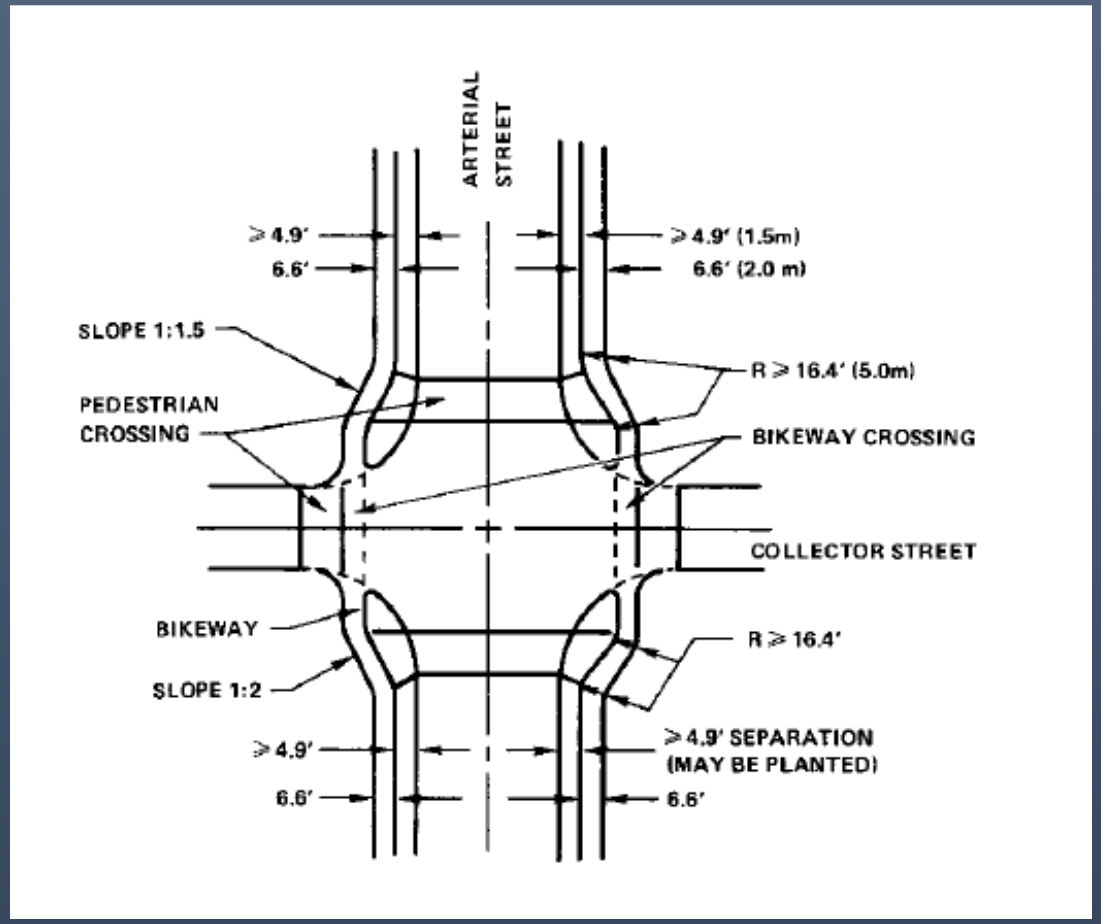
April 1972

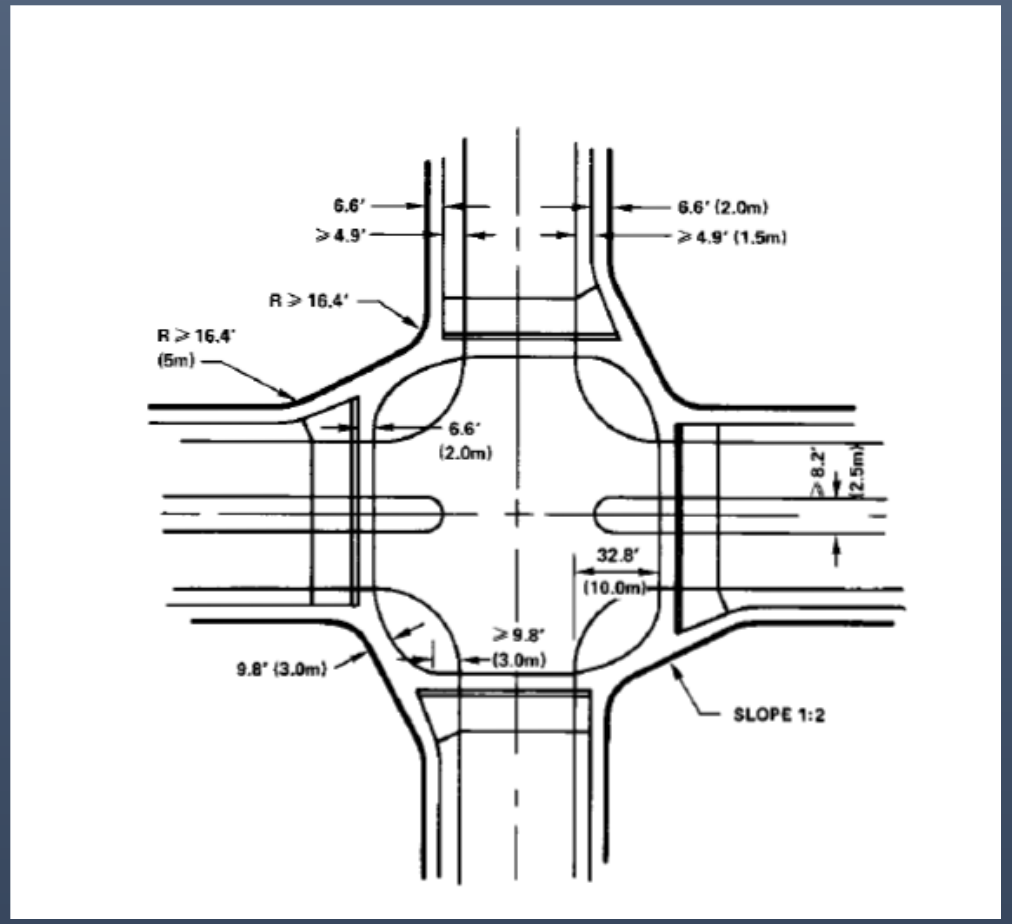
Prepared by
INSTITUTE OF TRANSPORTATION
AND
TRAFFIC ENGINEERING

SCHOOL OF ENGINEERING AND APPLIED SCIENCE
UNIVERSITY OF CALIFORNIA, LOS ANGELES
UCLA-ENG-7224

Reprinted November 1972 by the Federal Highway Administration, U. S. Department of Transportation, Washington, D. C.

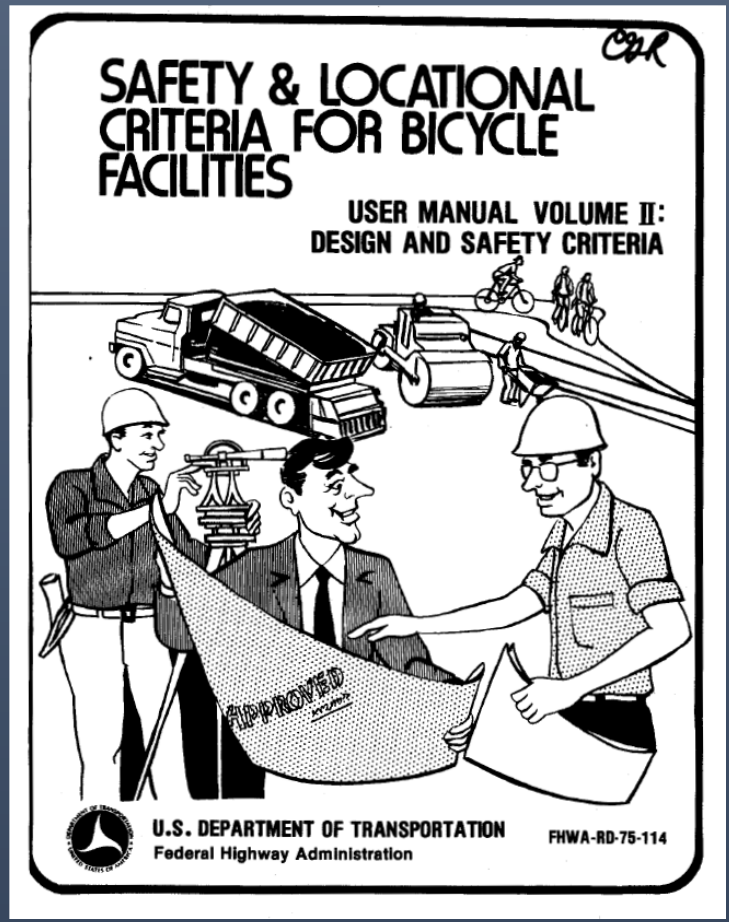
1972 Intersection Designs from Europe





Feds Standardize Bike Lanes (1976)

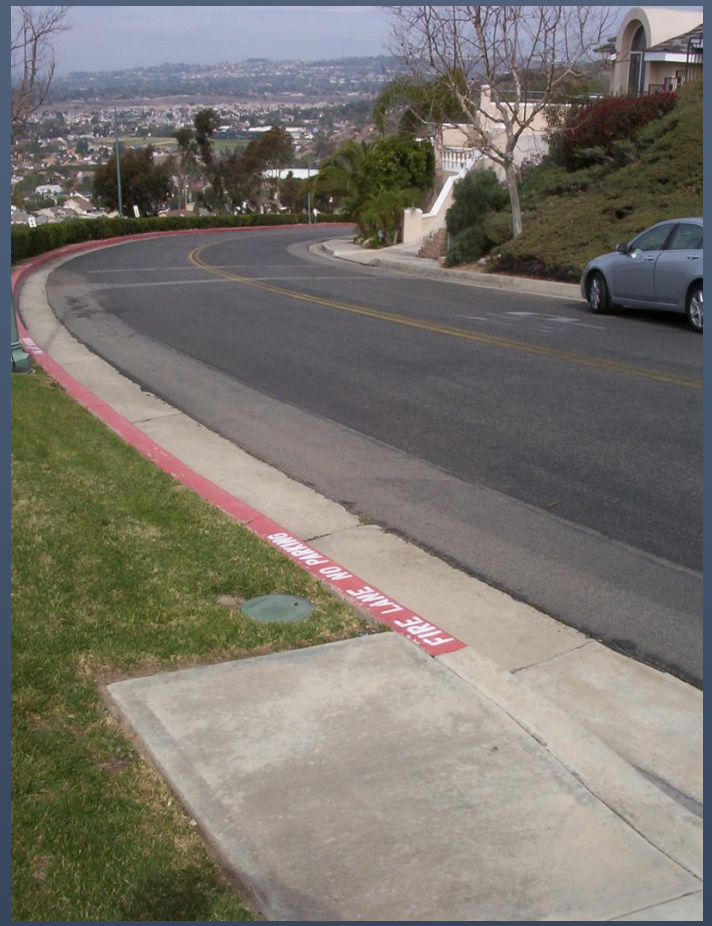
- Much Influence from Cycling Groups Fearful of Losing Right to Use Roadway
- Only Designs Placing Bikeway next to Vehicle Lanes Approved.
- No US Separated Bikeways for next 4 decades

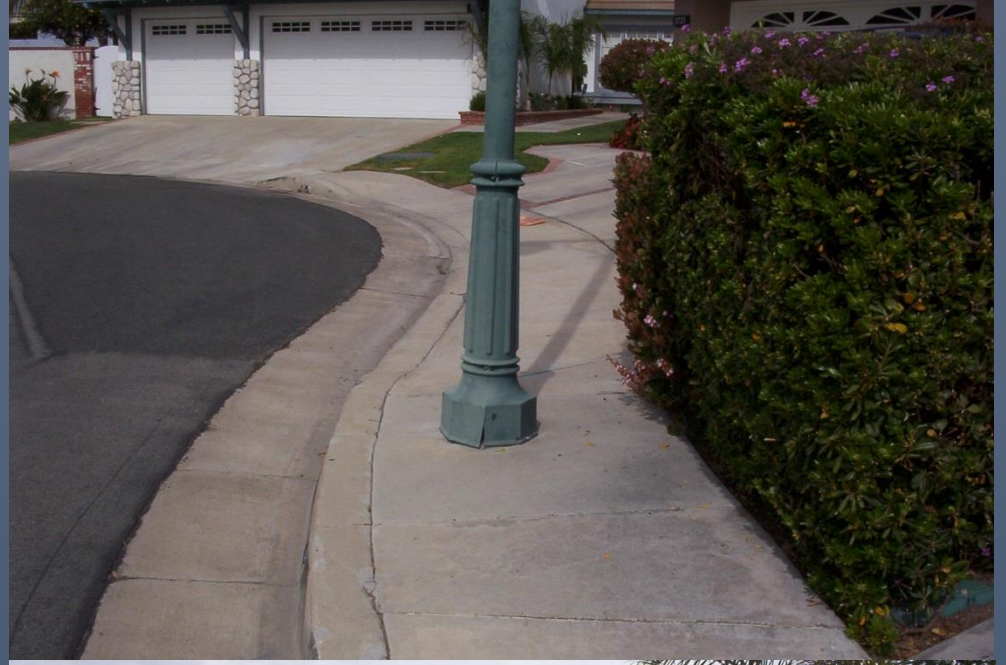


Who Were Those People??

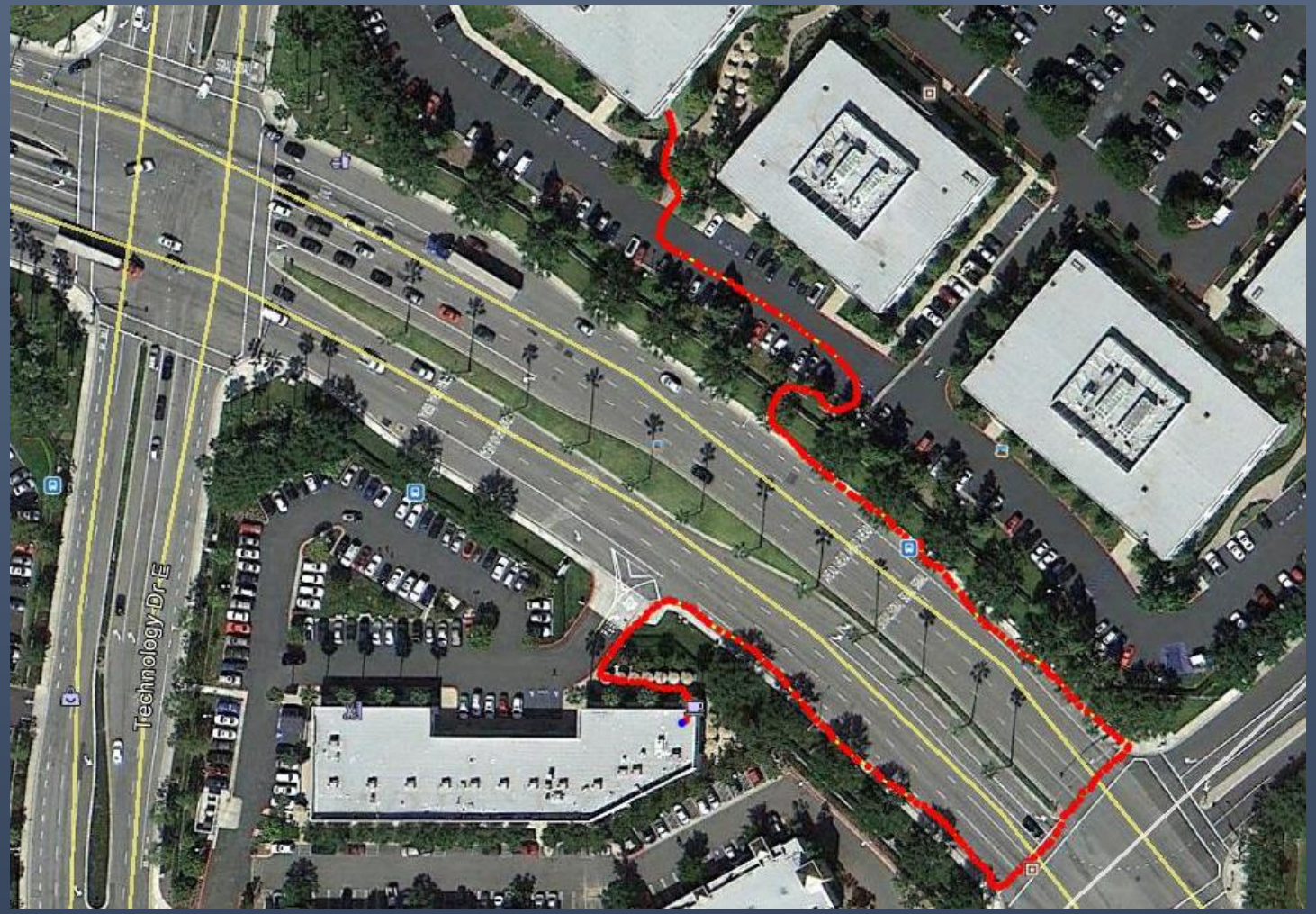
Special recognition is due project staff through whose efforts this report was produced. Rock Miller was responsible for basic research and initial documentation on bikeway level of service and width criteria upon which recommendations on these subjects are based. Thomas Ferrara was responsible for research and initial documentation on intersection control warrants. Dr. Melvin Ramey provided guidance to Miller and Ferrara and, along with Dr. William Adams, undertook research leading to

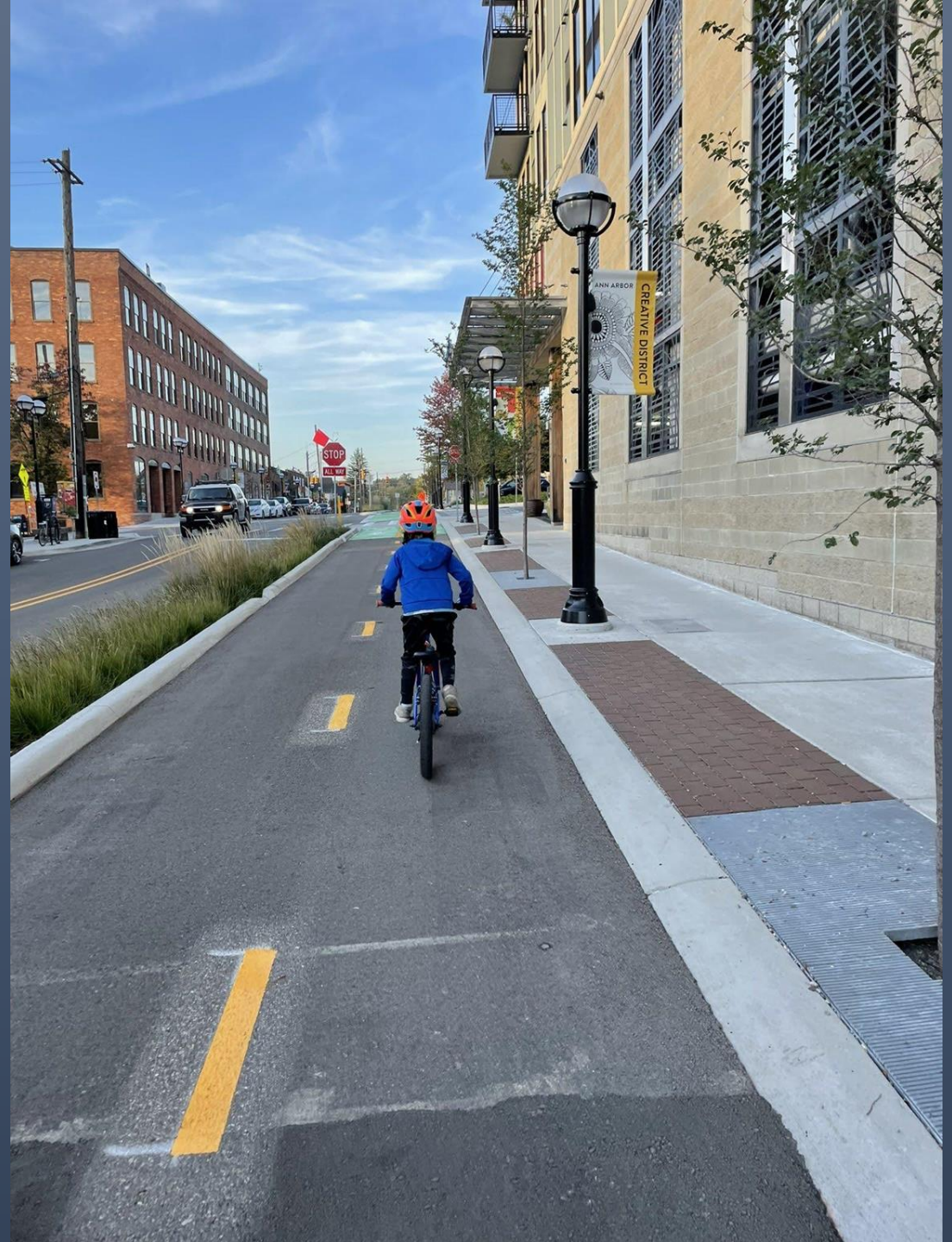
At Least we Build Sidewalks Today

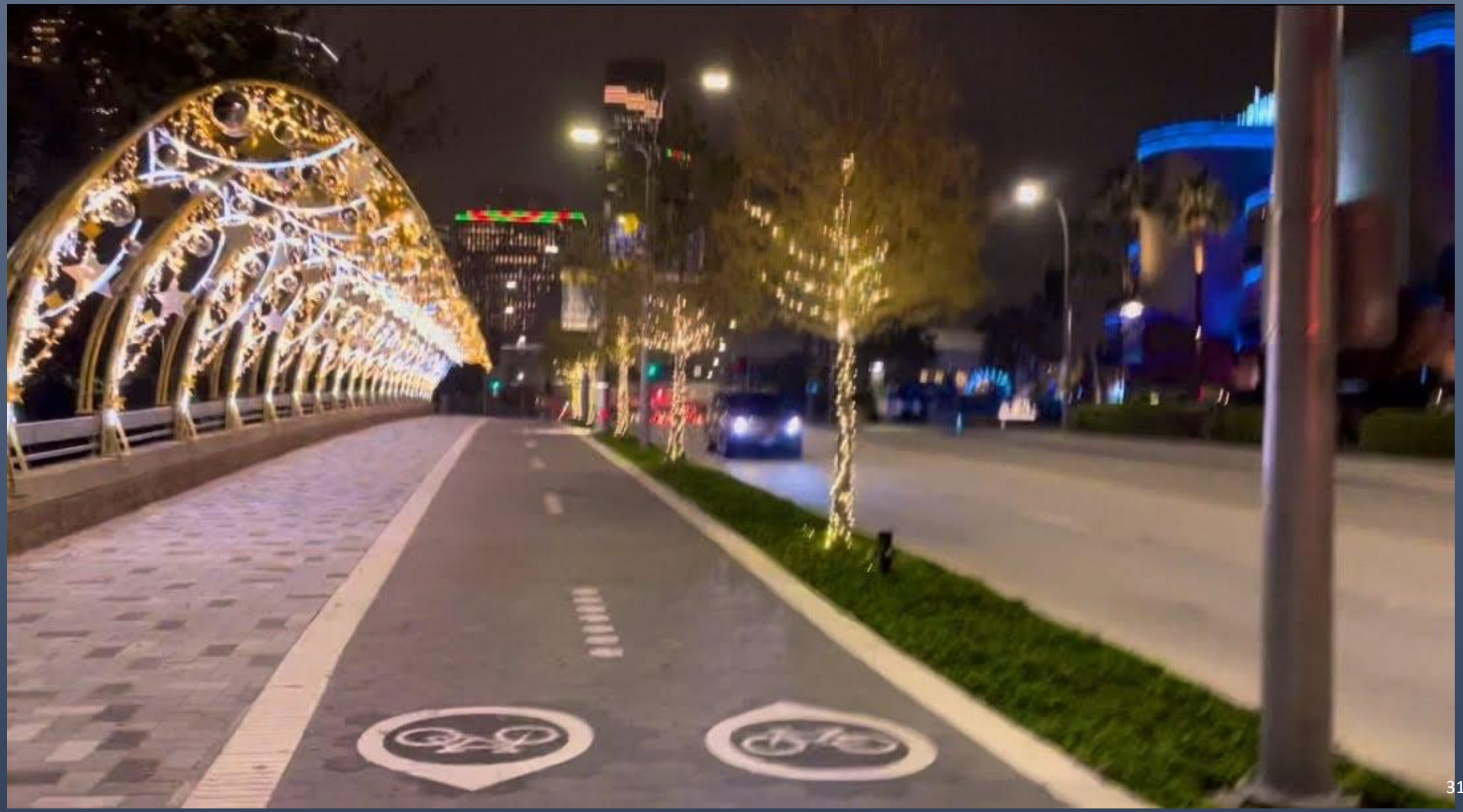




My Former Office Walk Route to Starbucks




ANN ARBOR
CREATIVE DISTRICT
STOP
ALL WAY




STOP

Questions