Urban Street Design and Multimodal Mobility Course

25 January – 5 February 2027
New York

AGILE LEADERS
Training Center

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Ref: 996_175755 **Date:** 25 January – 5 February 2027 **Location:** New York **Fees:** 16000 Euro

Overview

Urban Street Design and Multimodal Mobility Course is a two-week advanced course for planners, transport engineers, street designers, mobility teams, and public-realm managers, who leave with a Street Design Implementation Plan. The course connects context-sensitive street networks, pedestrian and bicycle facilities, transit, intersections, safe speeds, curb management, freight, public space, green infrastructure, design review, and performance. It treats streets as movement systems and public places without implying external endorsement. Agile Leaders Training Center develops practical capability in urban street design and multimodal mobility.

Who Should Attend

- Teams responsible for street networks, corridor plans, and multimodal space allocation
- Personnel designing pedestrian, bicycle, transit, intersection, and accessibility improvements
- Functions coordinating traffic operations, curbs, freight, deliveries, parking, and access
- Managers directing public-realm, green-infrastructure, and climate-resilience projects
- Professionals reviewing street concepts, pilots, capital delivery, and performance evidence

The course assumes participants already work with urban planning, transport, civil design, public realm, or mobility operations and leaves out introductory drafting and jurisdiction-specific design approval.

Departments and Industries

The course supports organizations that plan, design, operate, fund, or manage urban streets and public spaces.

- Urban planning and transport authorities
- Engineering, architecture, and public-realm consultancies
- Transit operators and mobility-service organizations
- Property development and district-management teams
- Utilities, logistics, freight, and delivery services
- Universities, research centers, and community organizations

Learning Objectives

By the end of this course, participants will be able to:

- Analyze street context, network roles, users, demand, and operating constraints
- Build multimodal allocation, pedestrian, bicycle, transit, and accessibility designs
- Apply intersection, safe-speed, curb, freight, and delivery controls
- Evaluate public-realm, green-infrastructure, resilience, and utility decisions
- Use design-review, pilot, delivery, and performance evidence to improve proposals
- Prioritize phased street transformations in an implementation plan

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Course Agenda

Day 1: Street Purpose, Context, and Outcomes

- Street Purpose and Public-Value Framework
- Context and Land-Use Classification Matrix
- Existing Conditions and Constraint Audit
- Street User Equity and Accessibility Needs Map
- Project Outcomes and Performance Charter

Day 2: Network Planning and Space Allocation

- Multimodal Street Network Hierarchy
- Movement and Place Function Matrix
- Right-of-Way Allocation and Tradeoff Model
- Street Typology and Cross-Section Library
- Network Gap and Connectivity Assessment

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Day 3: Walking and Universal Access

- Pedestrian Desire-Line and Catchment Map
- Sidewalk Zone and Clear-Path Design
- Accessible Crossing and Refuge-Island Checklist
- Corner Geometry and Visibility Review
- Walking Comfort and Delay Scorecard

Day 4: Cycling and Micromobility Facilities

- Bicycle Network and Facility-Selection Matrix
- Protected Cycle Track Cross-Section
- Intersection Conflict and Turning-Movement Map
- Transit Stop and Cycle Facility Interface Plan
- Micromobility Parking and Operating Zone Layout

Day 5: Transit Streets and Passenger Access

- Transit Corridor Function and Reliability Map
- Transit Lane and Priority-Treatment Matrix
- Stop Placement and Accessible Boarding Plan
- Passenger Queue and Transfer-Space Layout
- Transit Signal and Intersection Operations Review

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Day 6: Intersections and Safe Speeds

- Intersection Form and Conflict-Point Assessment
- Design Speed and Speed-Management Toolkit
- Crossing Distance and Corner-Radius Test
- Signal Phasing and Cycle-Length Review
- Safe-System Street Risk Register

Day 7: Curbs, Freight, and Street Operations

- Curb Demand and User-Priority Inventory
- Time-Based Curb Allocation Plan
- Freight, Loading, and Delivery Access Map
- Parking, Pickup, and Drop-Off Operating Rules
- Curb Performance and Enforcement Dashboard

Day 8: Public Realm and Climate Resilience

- Public-Space Activity and Frontage Analysis
- Street Furniture and Amenity Placement Plan
- Green Infrastructure and Stormwater Treatment Map
- Shade, Heat, and Climate-Exposure Assessment
- Utilities and Streetscape Coordination Register

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Day 9: Design Review and Implementation

- Multidisciplinary Street Design Review Gate
- Concept, Preliminary, and Detailed Design Checklist
- Pilot-to-Permanent Delivery Roadmap
- Stakeholder and Community Engagement Matrix
- Construction Staging and Access Continuity Plan

Day 10: Street Design Simulation

- Exercise: Context Classification and Network Priority
- Exercise: Multimodal Cross-Section Tradeoff
- Exercise: Intersection, Curb, and Transit Conflict Resolution
- Exercise: Public-Realm, Resilience, and Delivery Decision
- Capstone Exercise: Street Design Implementation Plan

Practical Exercises

The course uses suggested activities that connect street-design choices with user, network, operating, and delivery evidence.

- Suggested activity: diagnose a corridor using context, users, movement, place, and safety evidence
- Suggested activity: compare multimodal cross-sections under a constrained right-of-way
- Suggested activity: resolve an intersection and curb conflict involving transit, freight, and access
- Suggested activity: assemble a Street Design Implementation Plan

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FAQs

Who suits urban street design and multimodal mobility training?

Urban street design and multimodal mobility training suits experienced planners, engineers, designers, operations teams, transit staff, public-realm managers, and consultants. It assumes practical responsibility for streets, mobility, infrastructure, or public space.

How does urban street design differ from general transport planning?

Urban street design converts mobility and place objectives into street sections, intersections, pedestrian and bicycle facilities, transit treatments, curb rules, public-realm elements, and delivery details. General transport planning more often addresses demand, networks, services, policy, and investment at broader scales.

How should multimodal street space be allocated?

Multimodal street space should be allocated from context, user needs, network function, safety, accessibility, transit demand, freight access, public life, environmental conditions, and measurable outcomes. The process should document tradeoffs rather than preserve existing vehicle space by default.

What belongs in an urban street design review?

An urban street design review should test context, cross-sections, accessibility, crossings, speeds, conflicts, transit operations, bicycle continuity, curb demand, freight, drainage, utilities, public realm, resilience, maintenance, staging, cost, and performance measures.

Which measures support multimodal street performance?

Multimodal street performance measures should connect safety, walking and cycling continuity, accessibility, transit reliability, person movement, vehicle operations, curb use, loading, public-space activity, heat, stormwater, user experience, maintenance, and delivery progress to design decisions.

Conclusion

Participants leave with a Street Design Implementation Plan connecting context, networks, walking, cycling, transit, intersections, speeds, curbs, freight, public realm, resilience, review, and delivery. The plan replaces mode-by-mode decisions with documented multimodal tradeoffs. It gives teams a practical basis for design approval, phased implementation, and performance improvement.