
2:00 AM
TO 5:00 AM
2 HR
PARKING
8:00 AM
TO 6:00 PM
WEEKDAYS
Longmont

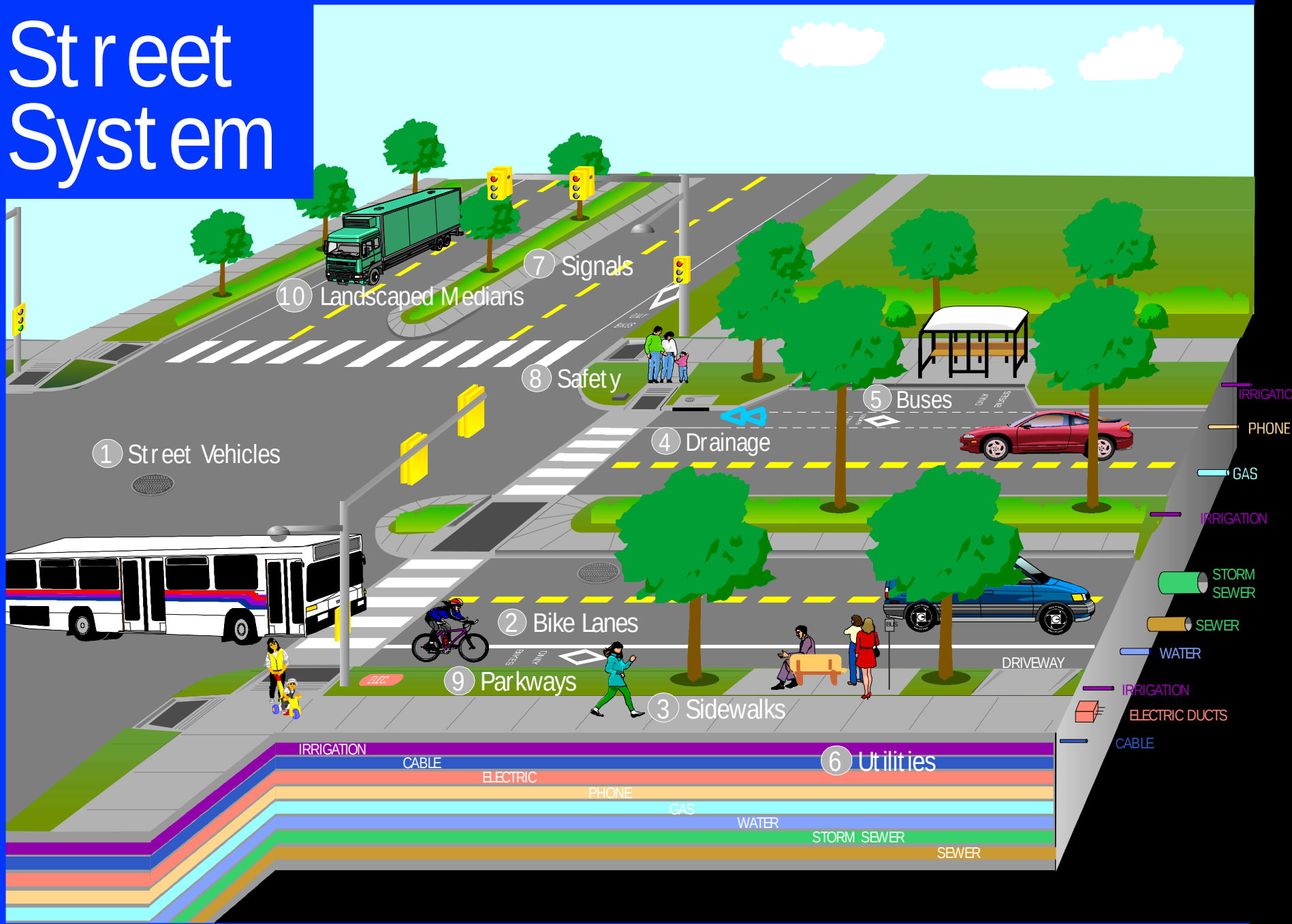

Brooklyn

Portland

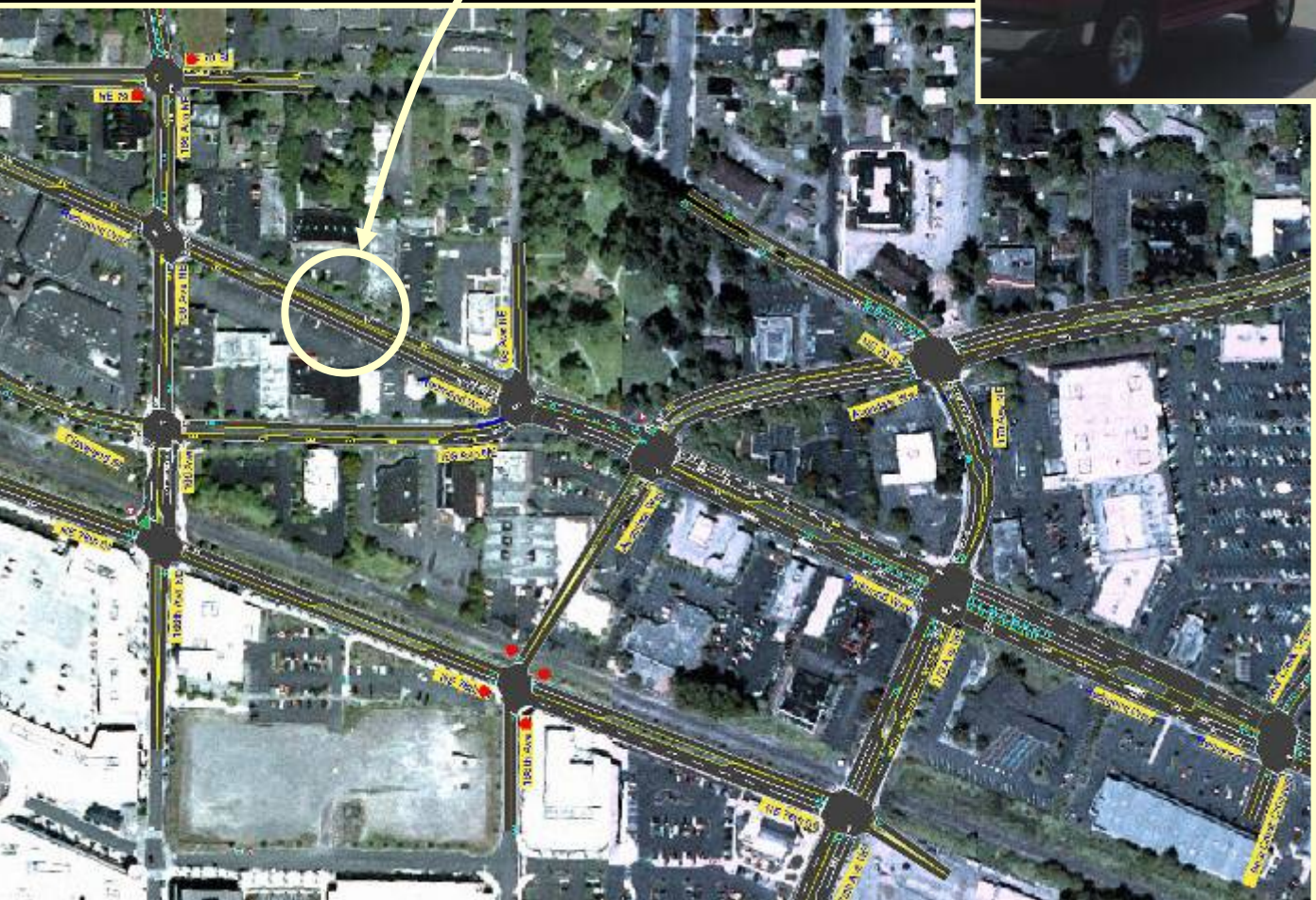
You can’t design a street like this…

…and expect this to result.

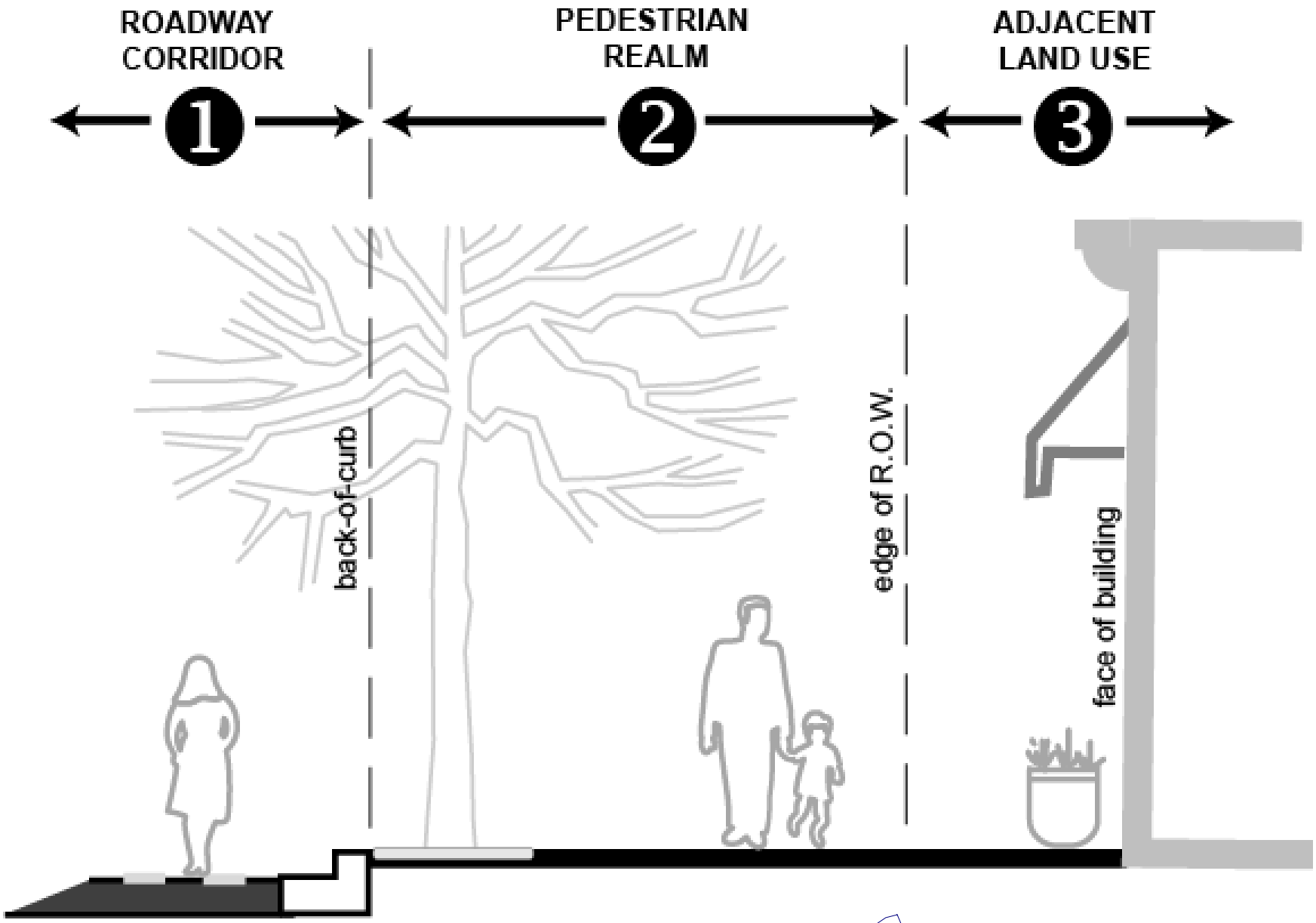
Street System



Facility-Centered Approach



Redmond, WA


ROADWAY CORRIDOR
1
PEDESTRIAN REALM
2
ADJACENT LAND USE
3
back-of-curb
edge of R.O.W.
face of building

Start by asking:

What role does each street play in the economic, social & environmental functioning of the city?

(Besides having “capacity” to carry traffic)


Anywhere, USA
DIRT CHEAP
CIGARETTES & BEER
SUPER 208
REGULAR 1.98
ONE WAY
DO NOT ENTER
WRONG WAY
FAMILY DOLLAR

Newbury, Boston

Two Kinds of Commercial/Mixed Use Streets – Land Use Economics

Pass-By Traffic Streets

Destination Streets

Pass-By Traffic Streets

- Auto-oriented retail
- Gas, cigarettes, tires, fast food, cleaners, drive-through banks, grocery stores, convenience retail, liquor stores
- Low employment per square foot
- High parking turn over rate
- High traffic counts, but most of the traffic is pass-by, not “generated” by the land uses
- Low land value & tax base

Destination Streets

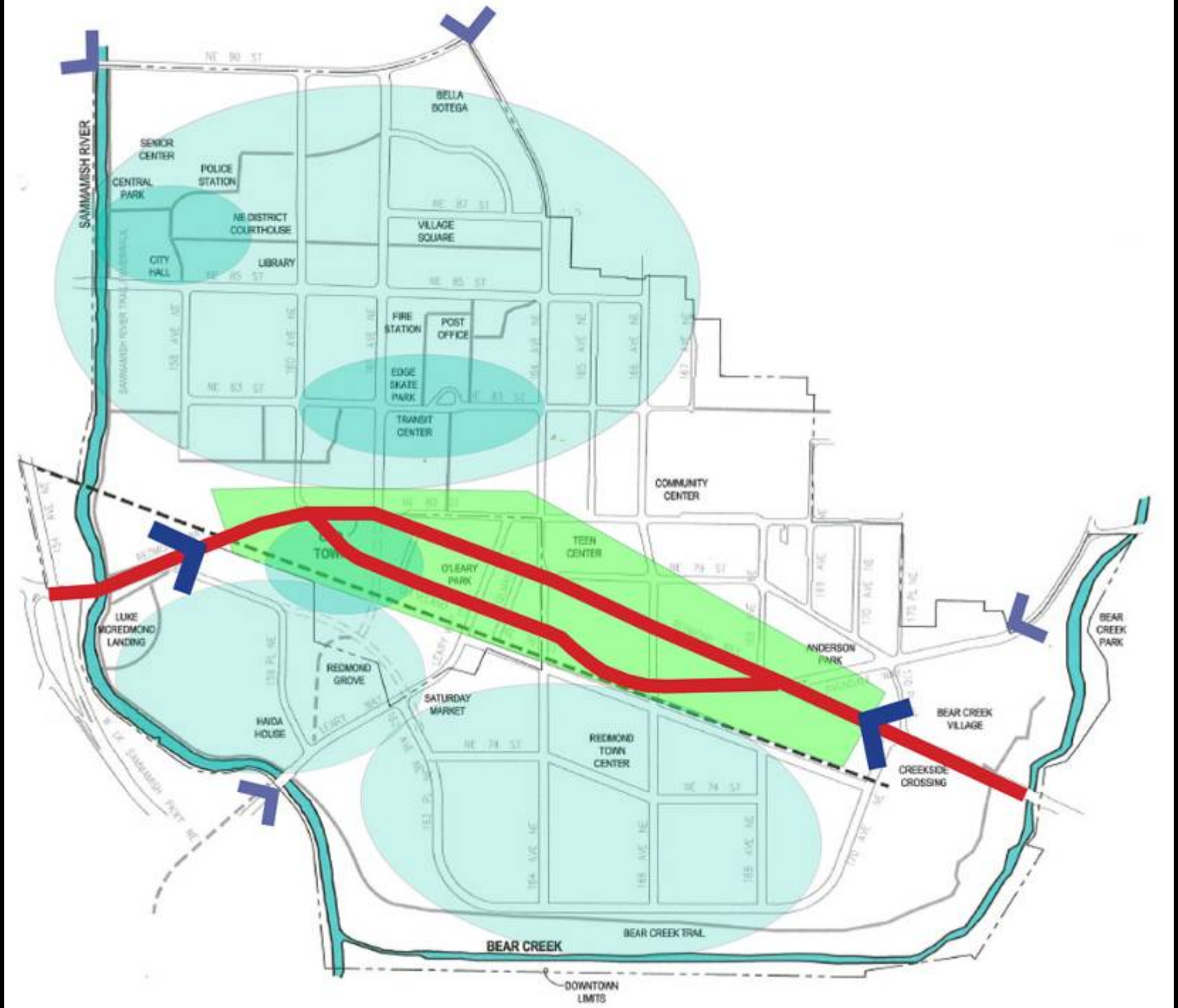
- Pedestrian-oriented retail
- Apparel stores, book stores, specialty retail
- Destination restaurants and bars
- Higher employment per square foot
- Lower parking turn over rate
- Lower traffic counts, but much of the traffic is actually generated by the land uses
- High land value & tax base


Anywhere, USA
DIRT CHEAP
CIGARETTES & BEER
SUPER REGULAR
ONE WAY
DO NOT ENTER
WRONG WAY


PAY TO PARK
9 AM - 6 PM
CHECK YOUR SPACE NUMBER AT CURB
P
PAY STATION
PAY TO PARK
9 AM - 6 PM
CHECK YOUR SPACE NUMBER AT CURB
P
PAY STATION

Berkeley, CA

Redmond, Washington


NE 90 ST
SAMMAMISH RIVER
BELLA BOTEGA
SENIOR CENTER
POLICE STATION
CENTRAL PARK
NE DISTRICT COURTHOUSE
VILLAGE SQUARE
CITY HALL
LIBRARY
NE 85 ST
FIRE STATION
POST OFFICE
EDGE SKATE PARK
NE 83 ST
TRANSIT CENTER
COMMUNITY CENTER
TEEN CENTER
O'LEARY PARK
LUKE MCREDMOND LANDING
REDMOND GROVE
SATURDAY MARKET
HAIDA HOUSE
ANDERSON PARK
BEAR CREEK PARK
BEAR CREEK VILLAGE
REDMOND TOWN CENTER
CREEKSIDE CROSSING
NE 74 ST
BEAR CREEK TRAIL
BEAR CREEK
DOWNTOWN LIMITS

Desirable Project Outcomes

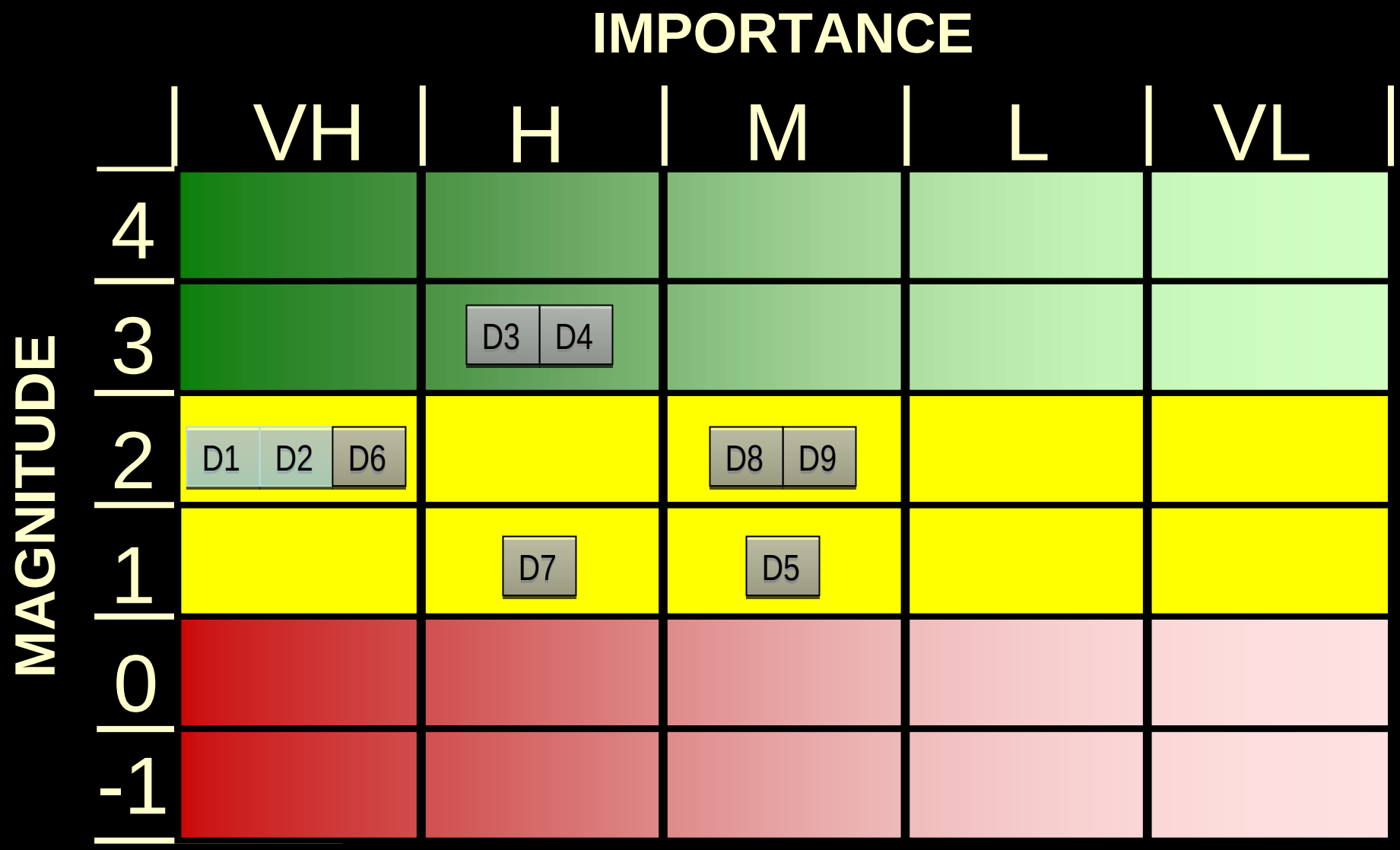
D1. Pedestrian – Improved pedestrian environment
D2. Mobility – Clear mobility benefits – balanced across all modes
D3. Circulation – Improved way-finding, navigation & circulation (all modes)
D4. Transit – Improved access to transit & transit operations
D5. Safety – Improved traveler safety (all modes
D6. Economics – Improved storefront mixed use & retail environment
D7. Utilities – Achieve good utility coordination, addressing future need
D8. Investment – Project induces private investment with good urban design
D9. Character – Design creates a traditional “main street”

Undesirable Project Outcomes

U1. LOS – Reduced level of service – any mode
U2. Redevelopment – Inhibit infill or redevelopment of Downtown
U3. Cost – Infeasible or unaffordable project cost
U4. Property – Major negative impacts to property
U5. Trucks/Buses – Downtown inaccessible for larger motor vehicles
U6. Surprises – Unanticipated negative consequences

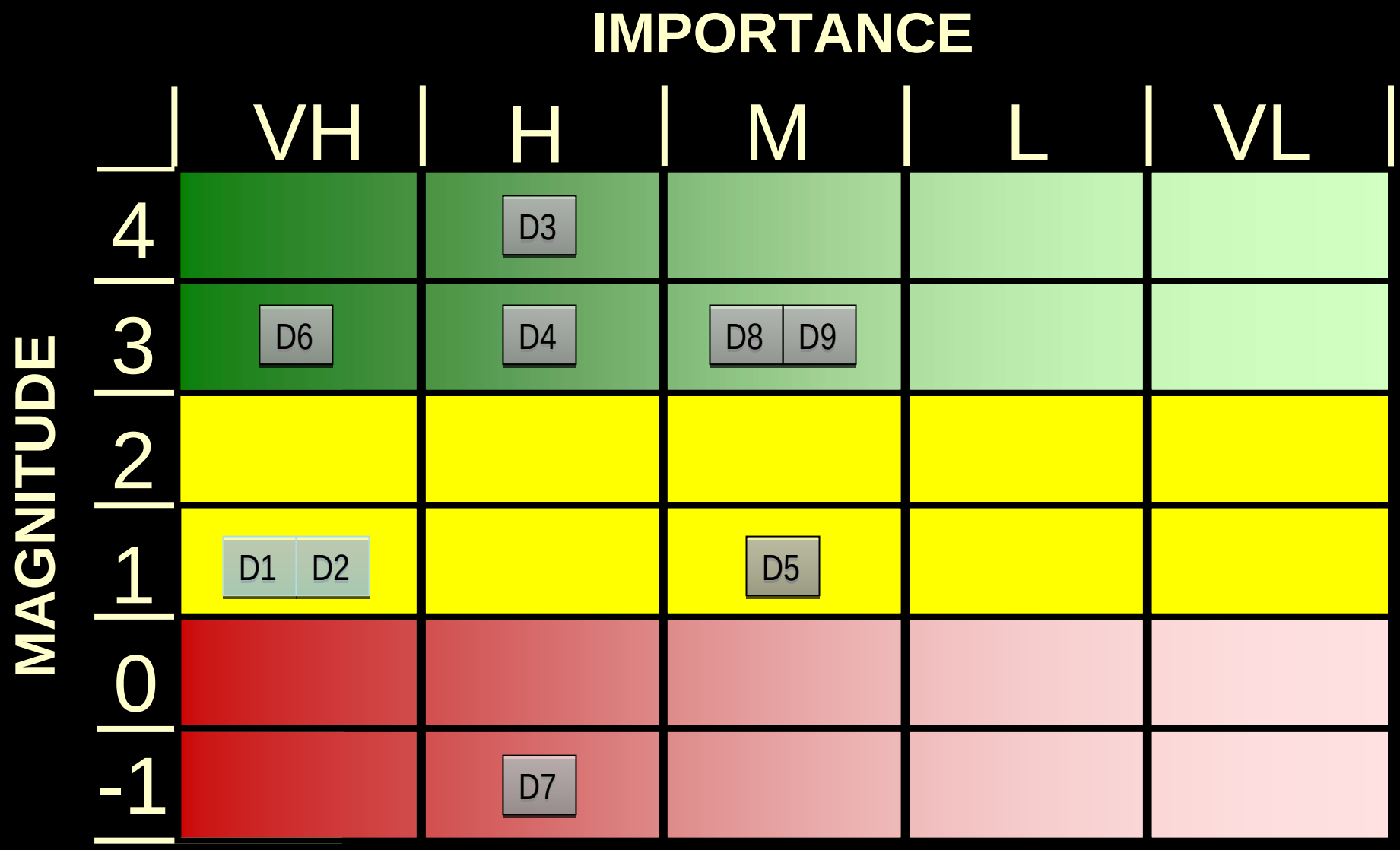
One-Way Alternative

Desirable Project Outcomes



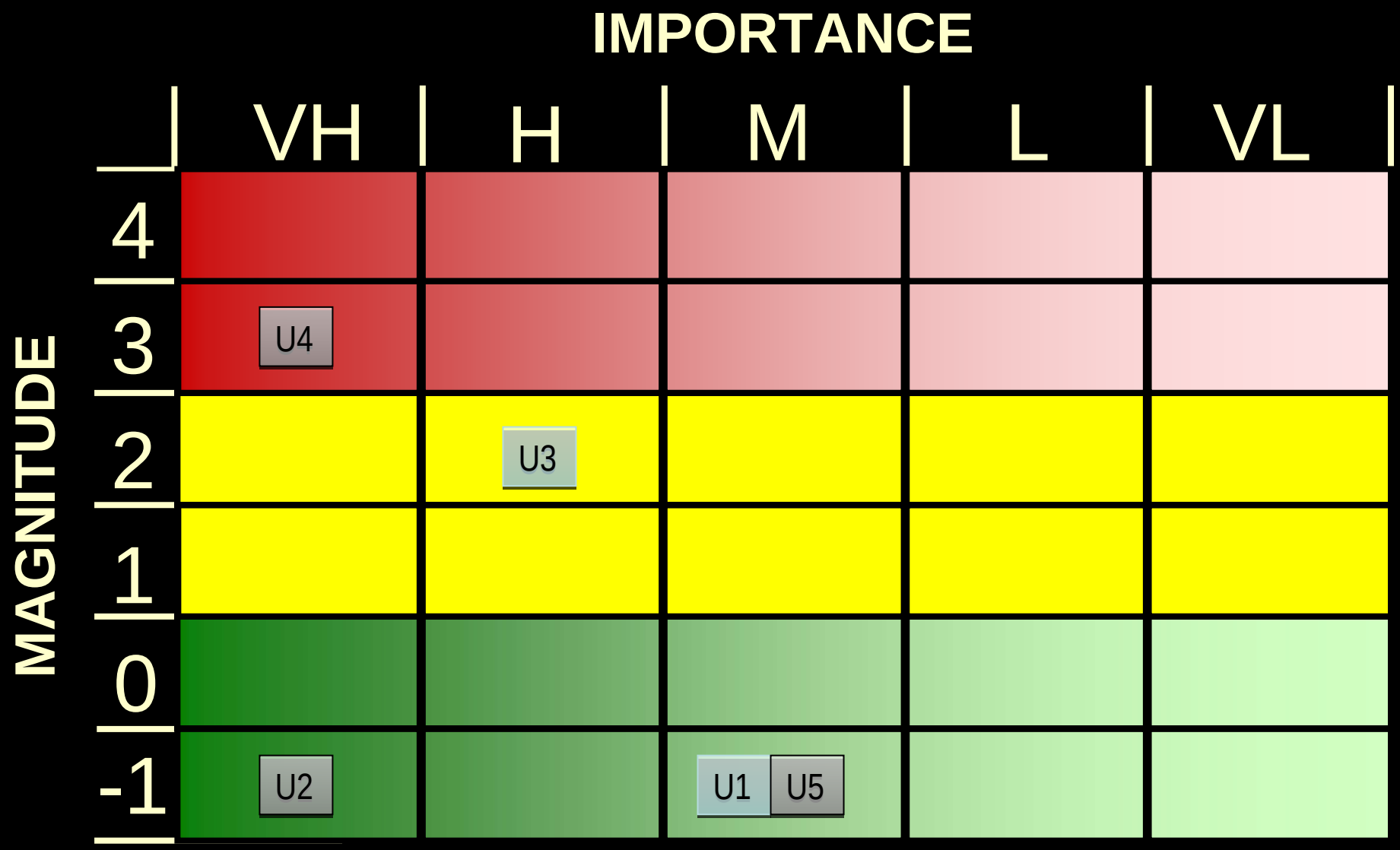
Two-Way Alternative

Desirable Project Outcomes



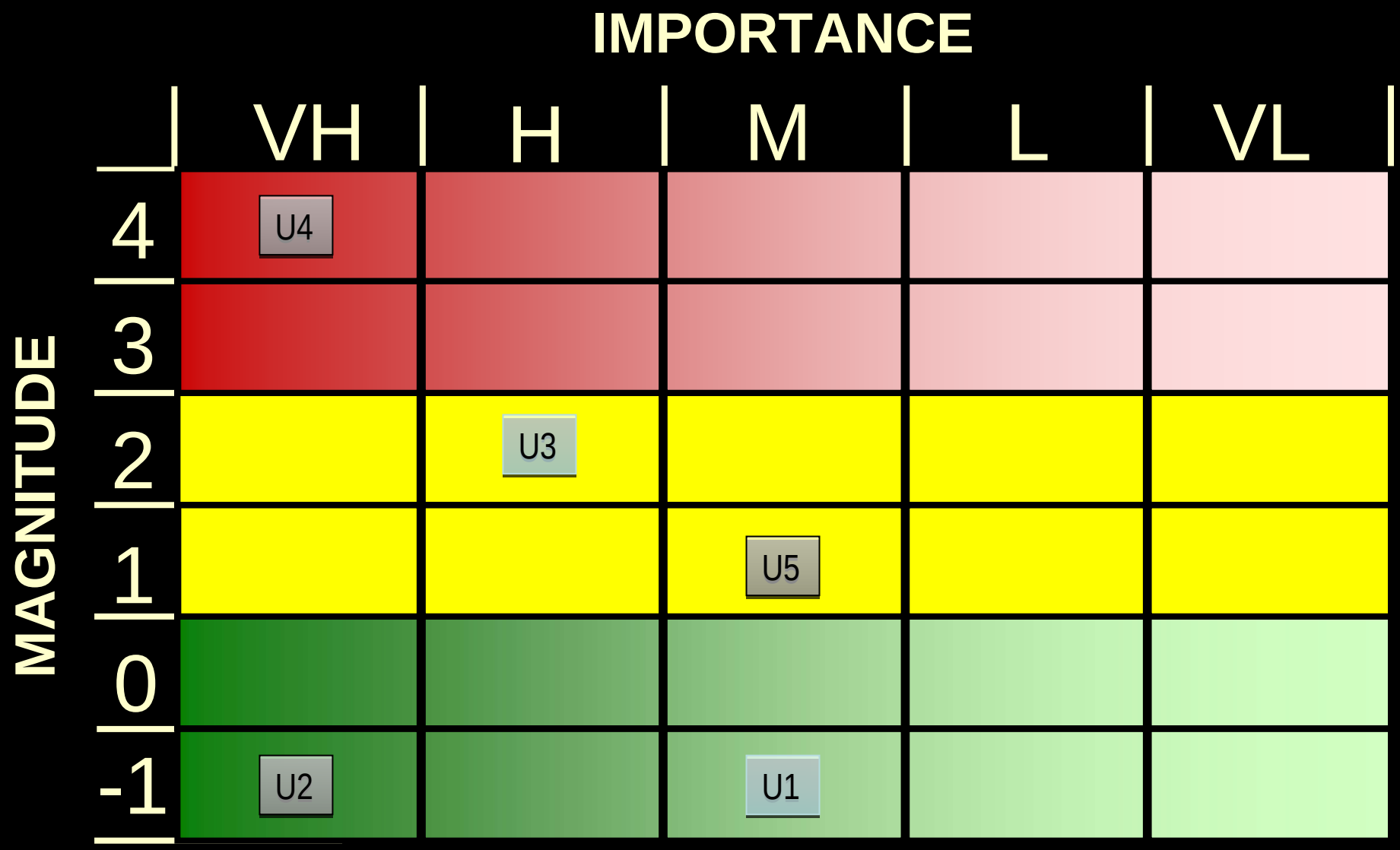
One-Way Alternative

Undesirable Project Outcomes



Two-Way Alternative

Undesirable Project Outcomes




"This project is about creating a vibrant, connected, pedestrian-friendly, downtown district."
(Consensus Goal)

Great Streets – Resources

- Book: "Great Streets" by Alan Jacobs
- Web Sites:
  - St. Louis (East-West Gateway COG)
    www.greatstreetsstlouis.net
  - APA
    www.planning.org/greatplaces/streets/index.htm
  - Great Streets
    http://www.greatstreets.org/
  - Our site
    www.charlier.org

Great Streets

ALLAN B. JACOBS

Choose a Place Type

- Home
- Downtown Main Street
- Mixed-Use District
- Small Town Downtown
- Residential Neighborhood
- Office Employment Area
- Civic/Educational Corridor
- Neighborhood Shops
- Commercial/Service Corridor

Resources

- Document Library
- Design Tutorial
- Related Events
- Demonstration Projects
- Why Great Streets?
- Glossary
- Site Map
- Credits

What is the St. Louis Great Streets Initiative?

East-West Gateway launched the St. Louis Great Streets Initiative in early 2006 to expand the way communities think of their streets. Rather than viewing a roadway project as solely a way to move more cars and trucks faster, the goal of the St. Louis Great Streets Initiative is to trigger economic and social benefits by centering communities around interesting, lively and attractive streets that serve all modes of transportation. Learn More <>

EAST-WEST GATEWAY
Council of Governments

What is a Place Type? Click Here to Learn More!

How to Use this Guide -

Design Tutorial -

The Design Tutorial is a Flash based guide to help users understand the many elements of the street and provide direct links to related articles for all eight place types

Why Great Streets?

Savannah

Miami Beach

New York

Northampton

Chicago

St. Louis

Richmond

What Works – Peer Experiences

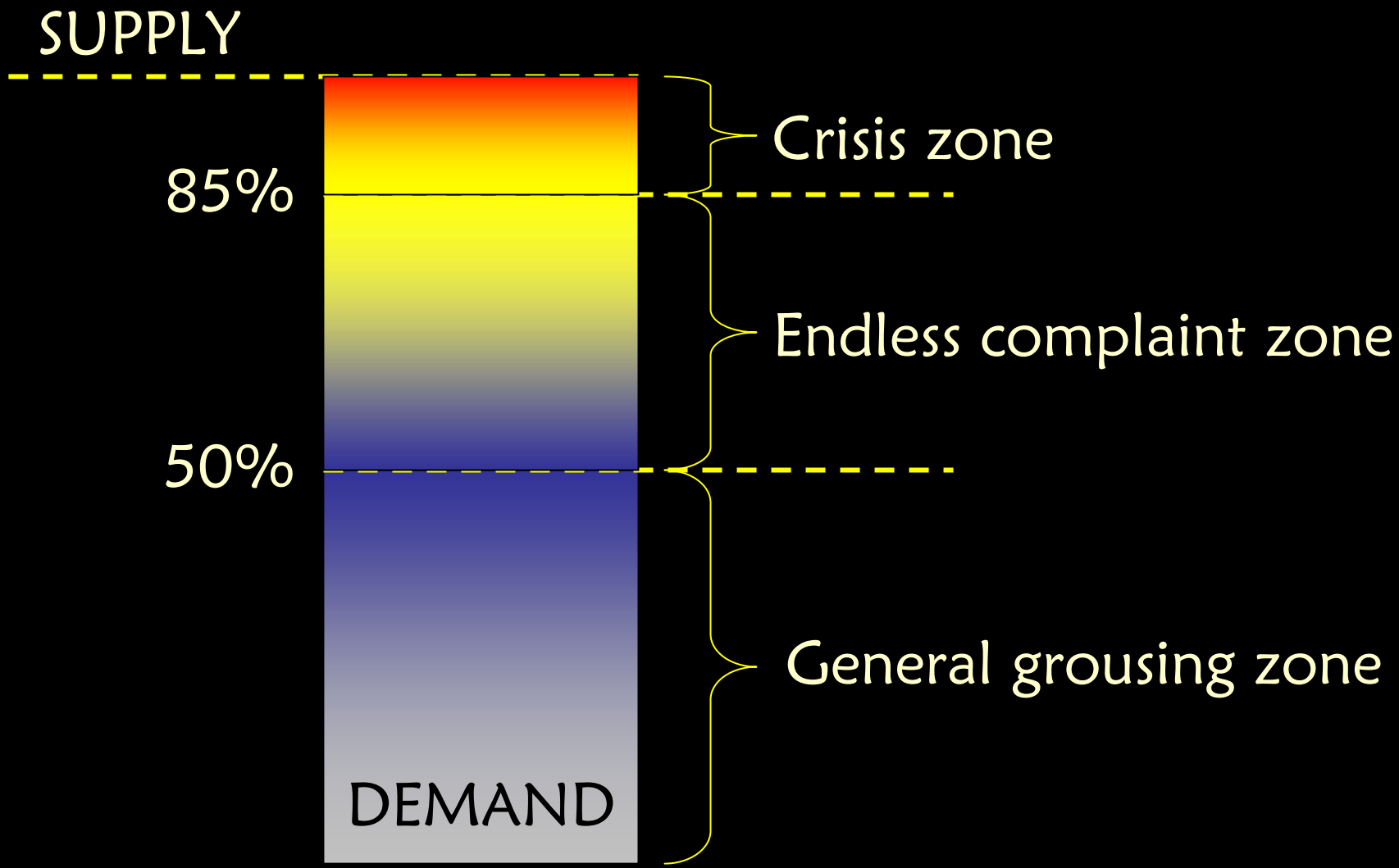
- Streets
- Parking Management
- Walkable Places – The Intermodal Downtown
- Transit

Parking Management

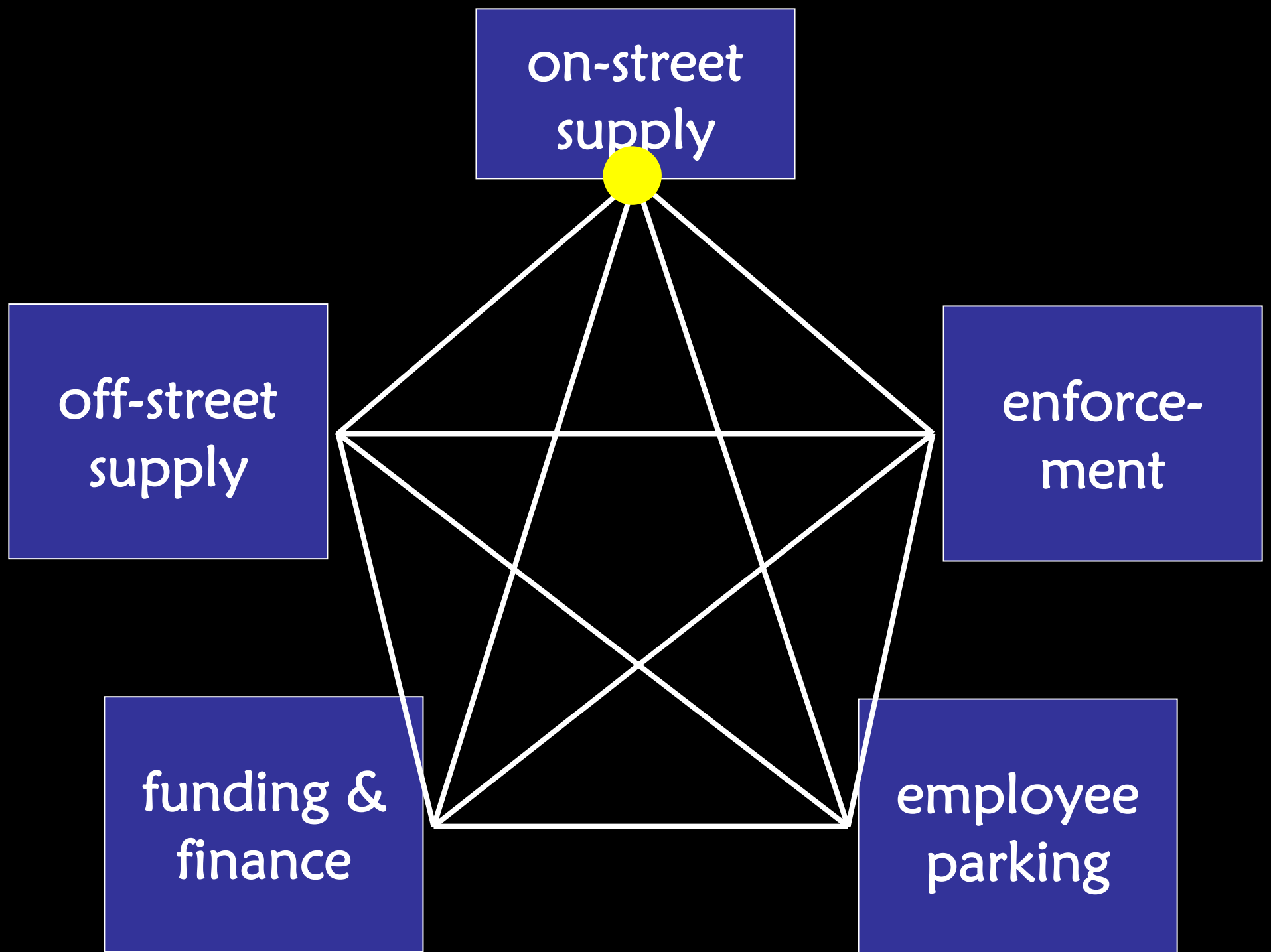
Downtown Parking Is A Public Utility

Boulder

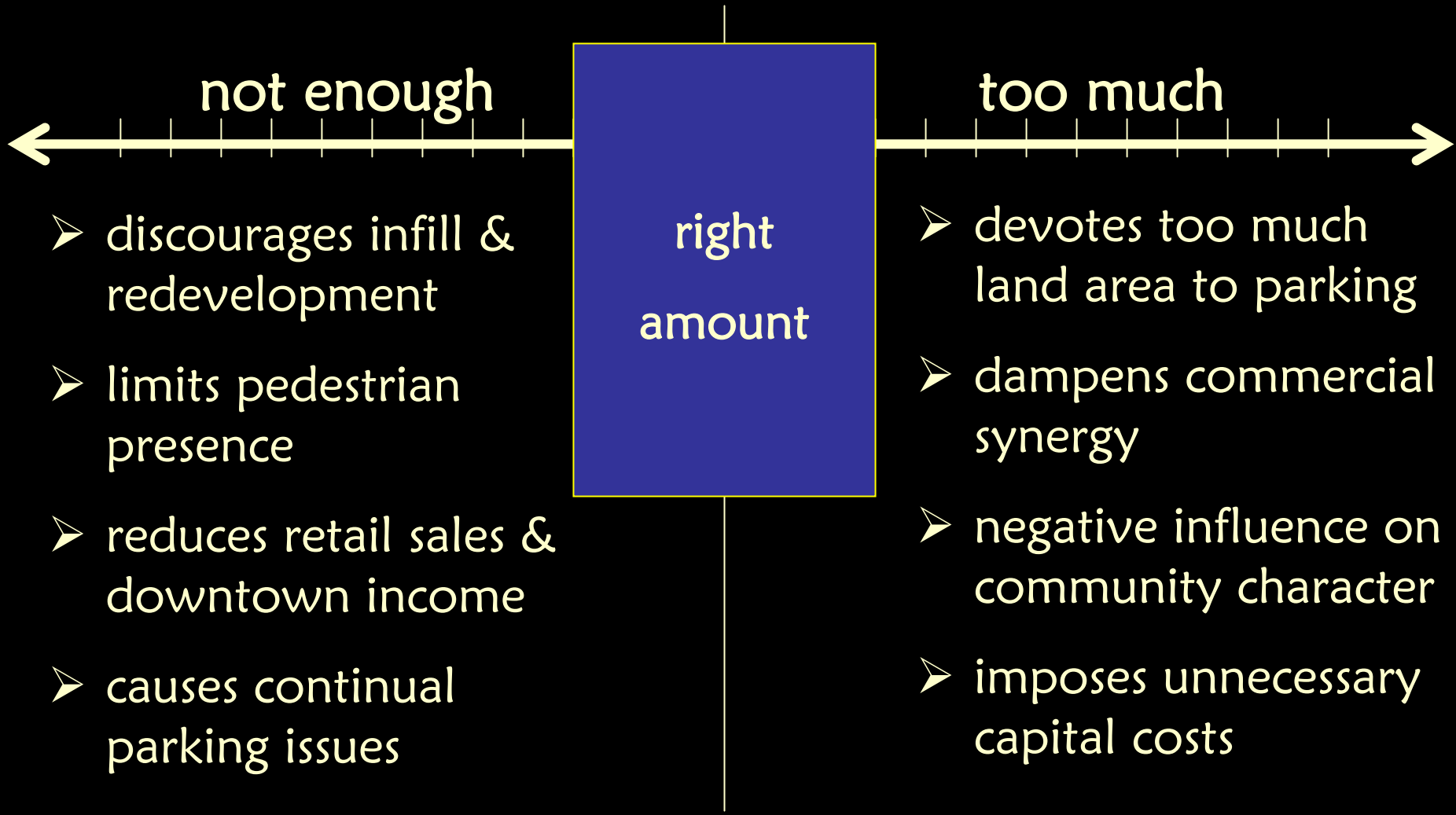
Politics of Parking



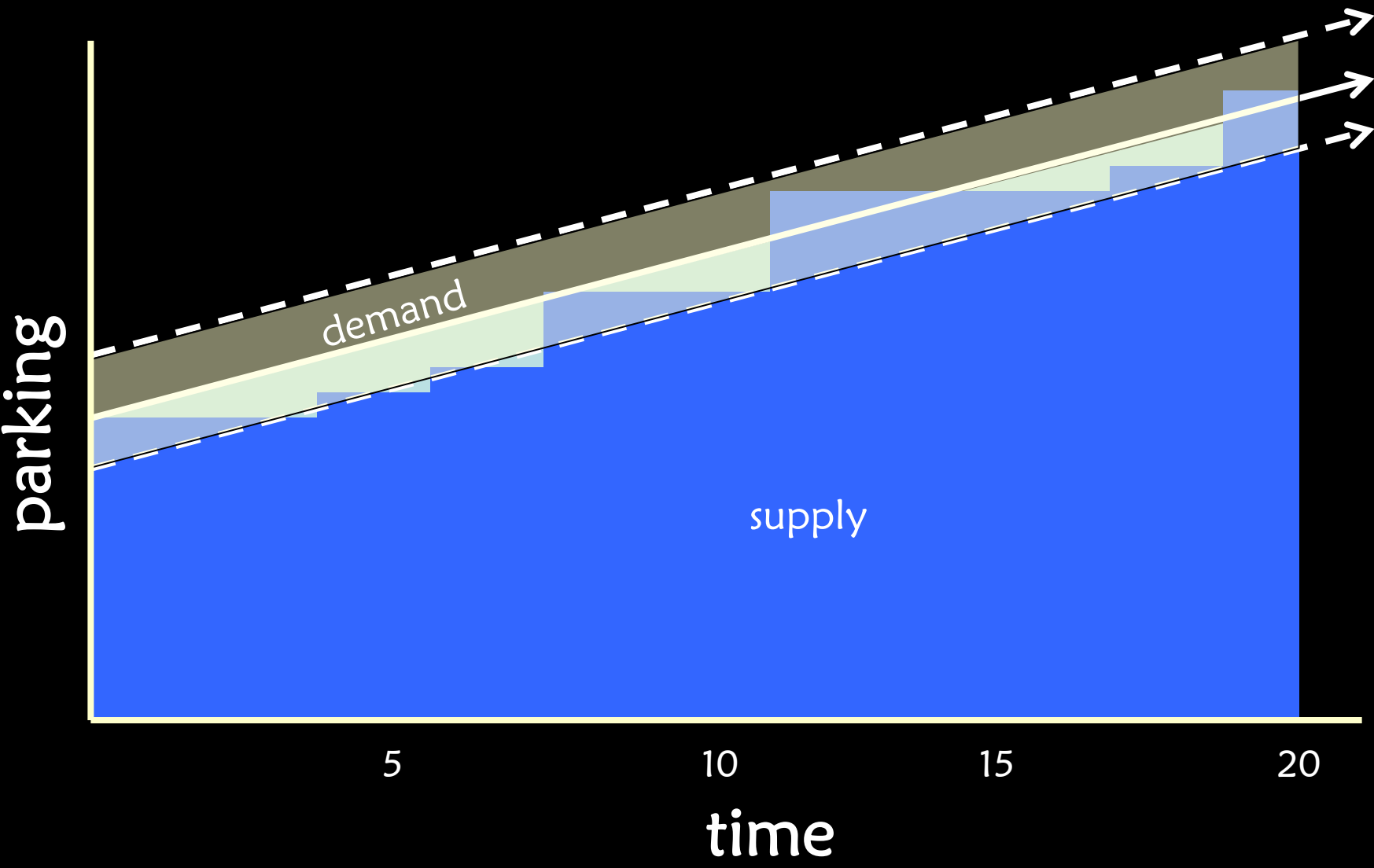
Boulder


on-street supply
off-street supply
enforce-ment
funding & finance
employee parking

Downtown Parking Supply



Managing Parking As a Utility



Bainbridge Island, WA (pop. 25,000)

Bainbridge Island, Washington

Winslow Tomorrow
CONNECTING COMMUNITY

Guiding Principles – Parking

- Achieve pedestrian supportive downtown
- Support & retain existing businesses
- Encourage infill & redevelopment consistent with Winslow Tomorrow
- Achieve equity in management & finance

Winslow Tomorrow
CONNECTING COMMUNITY

Winslow Parking Objectives

- Make Downtown a “Park Once” District
- Manage Parking Supply Strategically
- Solidify Parking Enforcement
- Provide Foundation for Parking Finance
- Provide Employee Parking
- Manage Delivery Truck Access
- Establish Parking District
- Manage Ferry Terminal District Parking

Winslow Tomorrow
CONNECTING COMMUNITY

Max FAR

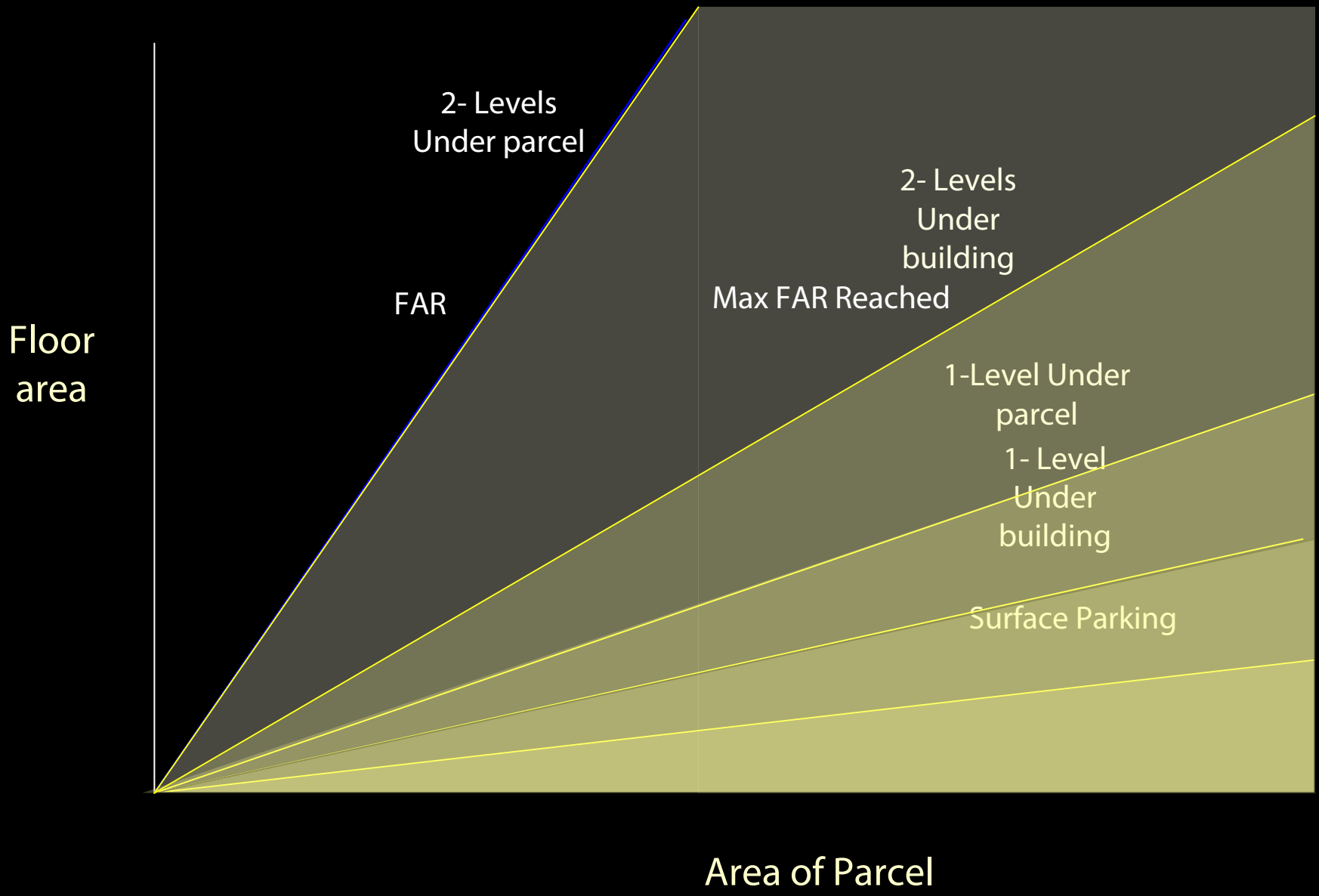
Type of Parking	FAR Constraint	Parking Constraint	Realistic Parking Constraint (*0.9)
Surface Parking	1.5	0.56	0.51
1-Level under building	1.5	0.78	0.70
1-Level under parcel	1.5	1.39	1.25
2-Levels under building	1.5	1.28	1.15
2-Levels under parcel	1.5	1.68	1.51

Max FAR
Assume: parking under building, 2 story bldg

% Parking met Off Site

Parking Spaces Required per 1000 sq. ft.	0 %	10 %	25 %	50 %	75 %
4	0.7	0.78	0.9	1.4	2.8
3.5	0.8	0.9	1.1	1.6	3.2
3	0.9	1	1.3	1.9	3.8
2.5	1.1	1.3	1.5	2.3	4.5
2	1.4	1.6	1.9	2.8	5.6
1	2.8	3.1	3.7	5.6	11.2

FAR Constraint


2- Levels
Under parcel
FAR
2- Levels
Under
building
Max FAR Reached
1-Level Under
parcel
1- Level
Under
building
Surface Parking
Floor
area
Area of Parcel

Manage Parking Supply

1. Maximize availability of on-street parking
2. Improve utilization of on-street parking supply
3. Plan for paid public parking in the future
4. Support alternative modes
5. Ensure the right amount of off-street parking
6. Encourage redevelopment & infill on small parcels

Solidify Parking Enforcement

1. Increase probability of time limit offenders receiving tickets
2. Eliminate 2-hour shuffle
3. Establish escalating fines for scofflaws (repeat offenders)
4. Maintain customer-friendly environment
5. Establish a neighborhood parking program

Winslow Tomorrow
CONNECTING COMMUNITY


Clancy

Provide Foundation for Parking Finance

1. Retool Fee-in-Lieu (FIL) program
2. Establish parking enterprise fund (PEF)
3. Set stage for public/private partnerships
4. Prepare for paid parking

Aspen

Portland