Great Streets: Opportunities for Sustainable Change

Presented By:
Joseph Ehardt, Jr. AICP, CNU HDR Jacksonville, FL
Urban Design Manager
Professional Associate

Great Streets
by Alan B. Jacobs, MIT Press 1995

Alan Jacobs describes a Great Street that is “markedly superior in character or quality” and people visit frequently.

- contributes to community
- comfortable and safe
- encourages participation
- remembered
- representative of a community

GREAT STREETS by Alan B. Jacobs, MIT Press 1995
**Examples We All Know**

- 5th Avenue NY
- Bourbon Street New Orleans
- State Street Chicago
- Rodeo Drive LA
- Champs Elysees Paris

**Great Streets Characteristics**

- Unique Sense of Place
- Balance among various transportation modes
- Safe, attractive and economically vibrant streets and public places
Functions of Great Streets

### Community Functions

- Ceremonial / Symbolic
- Social Spaces
- Place of Commerce
- Outdoor Room

### Transportation Functions

AWPA Congress and Exposition 2008
**Great Streets: Community Functions**

A **Great Street** is memorable as a *symbolic or ceremonial* place in the city and a venue for events, parades, fairs and other civic events.

As **Great Street** has **social spaces**; they provide plazas, parks, trees, benches and public art. where people can gather, watch other people, or meet friends.

---

**Great Streets: Community Functions**

A **Great Street** supports economic development because it is a **place of commerce** - where people go to shop, eat or conduct business.

A **Great Street** creates an **outdoor room** - a place where buildings and vegetation define the limits of the public realm.
**Transportation Functions**

- Various forms of Transit
- Vehicular Movement
- Bicycles
- Walking
- Parking

---

**Great Streets: Transportation Function**

A Great Street functions for public transit – bus, streetcars, LRT, and BRT by providing space stops, station and shelters.

A Great Street functions for various forms of vehicular movement including automobiles, trucks and public transit.
**Great Streets: Transportation Function**

A **Great Street** functions for parking, allowing for on-street parking.

A **Great Street** functions for bicycles, when practical, providing lanes and storage facilities.

A **Great Street** functions for pedestrians, allowing them to walk in a pleasant and safe environment.

---

**Albuquerque Great Streets Facility Plan**

**Design Principals**

**Contributing Elements**

**Design Standards / Guidelines**
- Roadway Realm
- Pedestrian Realm
- Private Realm

**Prototype Designs**
- Major Transit Corridors
- Enhanced Transit Corridors
- Arterials
- Collectors

**Public and Agency Participation**

---

AWPA Congress and Exposition 2008
Principles of Great Streets

- Balanced Activities
- Social Interaction
- Place of Pride
Principles of Great Streets

- Sense of Safety
- Visually Attractive
- Responsive to Climate

Contributing Elements of Great Streets
### Contributing Elements of Great Streets

- Trees
- Diversity: Many buildings rather than few
- Details: Special design features
- Places: Wide sidewalks, plazas

![Contributing Elements of Great Streets](image1.jpg)  
*AWPA Congress and Exposition 2008*

### Contributing Elements of Great Streets

- Density of People
- Diversity of Land Use
- Parking on the Street

![Contributing Elements of Great Streets](image2.jpg)  
*AWPA Congress and Exposition 2008*
Design Standards and Guidelines

Great Streets: Physical Realms and Components

Roadway | Pedestrian | Private
Components of Great Streets

- Private Realm
  - Land Uses
  - Vertical Mixed Uses
  - Frontage Zone
  - On-Site Parking
  - Location
  - Buildings
    - Site Location
    - Height / Massing
    - Facades
    - Transparency
    - Articulation

- Pedestrian Realm
  - Street Trees and Landscaping
  - Street and Pedestrian Lighting
  - Walking Zones
  - Parking Meters
  - Bike Racks
  - Transit Shelters
  - Regulatory Signs
  - Wayfinding Signs
  - Public Art

- Roadway Realm
  - Traffic Lanes
  - Transit Lanes
  - Bike Lanes
  - Parking Lanes
  - Medians

Roadway Realm - Design Standards / Guidelines

AWPA Congress and Exposition 2008
**Roadway Realm - Design Standards / Guidelines**

Combination Mid-block Crossing / Speed Table

Central Island

Bull-Outlet

Cleaves

**Design Standards / Guidelines Roadway Realm**

Full Median – Left Turn

Traffic Separator – Left Turn Only
**Design Standards / Guidelines Roadway Realm**

- Parallel Parking 8'x 20'-23'
- 45 Degrees Back-in Diagonal Parking 9'x10'

**Pedestrian Realm - Design Standards / Guidelines**

- Waiting Zone
- Landscaped Zone
- Sign Zone
- 3.5 feet
- 6 feet minimum
- 2 feet

AWPA Congress and Exposition 2008
Pedestrian Realm - Design Standards / Guidelines

AWPA Congress and Exposition 2008
**Utilities: Location Options**

Figure 19: Pedestrian Realm (not to scale)

**Pedestrian (Private) Realm - Design Standards / Guidelines**

Projections: Awnings and Balconies

Projections: Marquee

AWPA Congress and Exposition 2008
Pedestrian (Private) Realm - Design Standards / Guidelines

Projections: Arcade

Projections: Gallery

Private Realm - Design Standards / Guidelines

Maximum Bay Width: 70 Feet

Build-to-Line

Building

Streetwall

Sidewalk Parking Lot with Streetwall

Parking Zone: 5 Feet

Build-to-Line: 10 Feet

AWPA Congress and Exposition 2008
Private Realm - Design Standards / Guidelines

Packing in the rear or side

Prototype Designs

AWPA Congress and Exposition 2008
### Great Streets: Prototype Streets

**Major Transit Corridor**
Roadways designed to optimize public transit and move large numbers of people in a very timely and efficient manner. These roadways could have dedicated lanes for transit, bike lanes, and pedestrians.

**Enhanced Transit Corridor**
Roadways designed or redesigned to improve transit and pedestrian opportunities for residents, businesses, and other users nearby.

---

---

### Great Streets: Prototype Streets

**Arterial**
The arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city.

**Collector**
The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas, and distribute trips from the arterial to their ultimate destination.

AWPA Congress and Exposition 2008
Prototype Design: Enhanced Transit Corridor

Prototype Design: Enhanced Transit Corridor

AWPA Congress and Exposition 2008
Prototype Design: Collector Streets

AWPA Congress and Exposition 2008

Prototype Design: Collector Streets

AWPA Congress and Exposition 2008
### Great Streets Evaluation Matrix

<table>
<thead>
<tr>
<th>Weight</th>
<th>4</th>
<th>4</th>
<th>4</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>84</td>
<td>56</td>
<td>64</td>
<td>88</td>
<td></td>
</tr>
</tbody>
</table>

### Great Streets Evaluation Matrix

<table>
<thead>
<tr>
<th>Weight</th>
<th>4</th>
<th>3</th>
<th>2</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>54</td>
<td>22</td>
<td>23</td>
<td></td>
</tr>
</tbody>
</table>
**Benefits of Great Streets in Albuquerque**

Great Streets will help strengthen the symbolic/ceremonial, social, commercial and outdoor space of City.

Great Streets will contribute to making City streets and neighborhoods more vibrant for inhabitants and visitors.

Great Streets contribute to the economic vitality of commercial centers, and generate revenues for public services.

Great Streets will celebrate unique and notable characteristics of the City.

Great Streets expand transportation choices other than automobiles.

Great Streets implement the goals and policies of the Comprehensive Plan related to Corridors and Activity Centers.

---

**Sustainability of Great Streets**

Provided for economic vitality by encouraging mixed use development including various housing choices.

Provide energy savings by expand transportation choices: transit, walking and bicycling.

Provide for “green” development in the public row through street trees and other plant materials.
Thank You

AWPA Congress and Exposition 2008