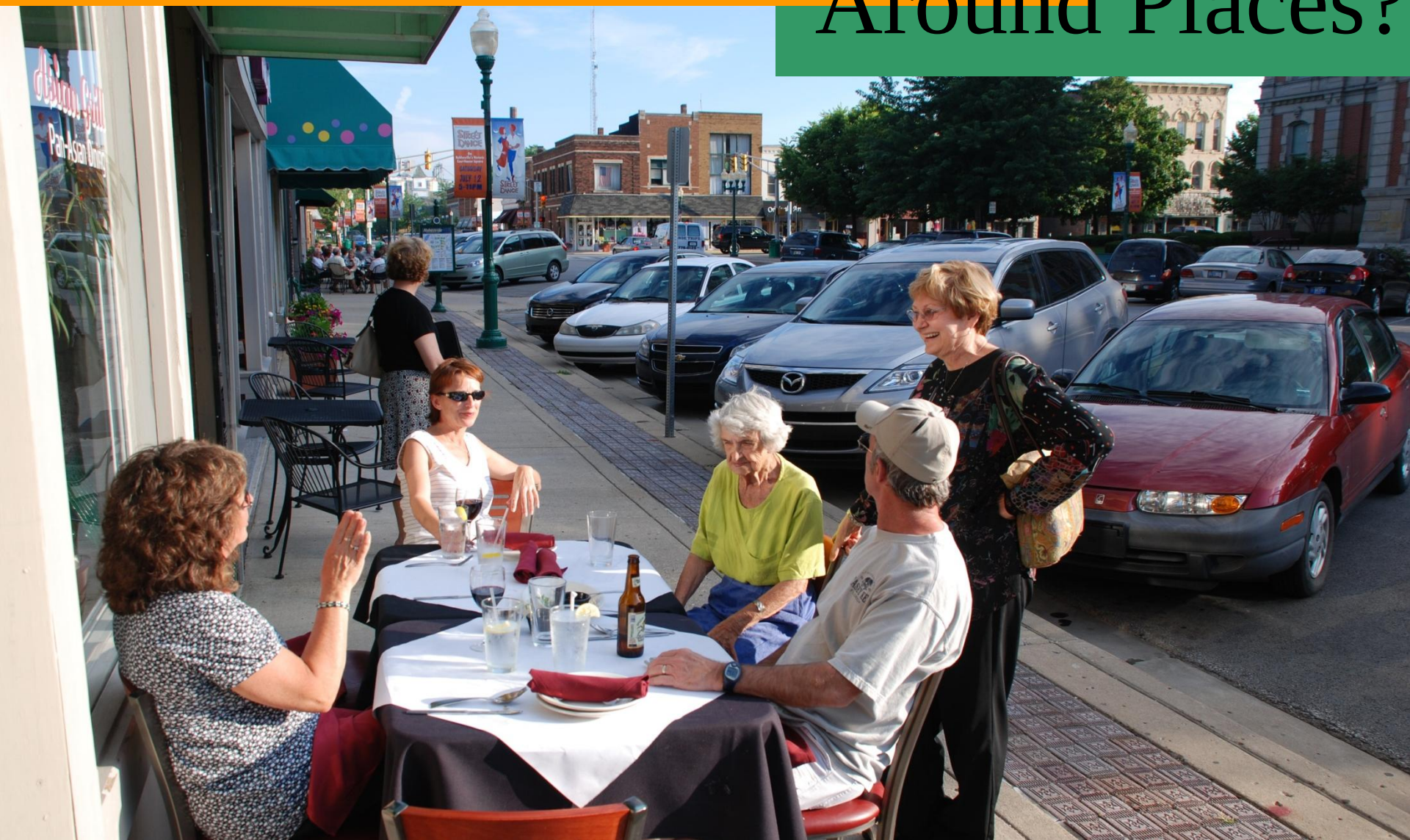
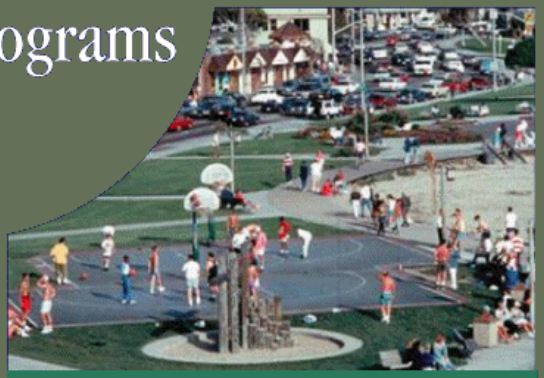
What If We Built Cities Around Places?



Project for Public Spaces

PPS

Current Programs

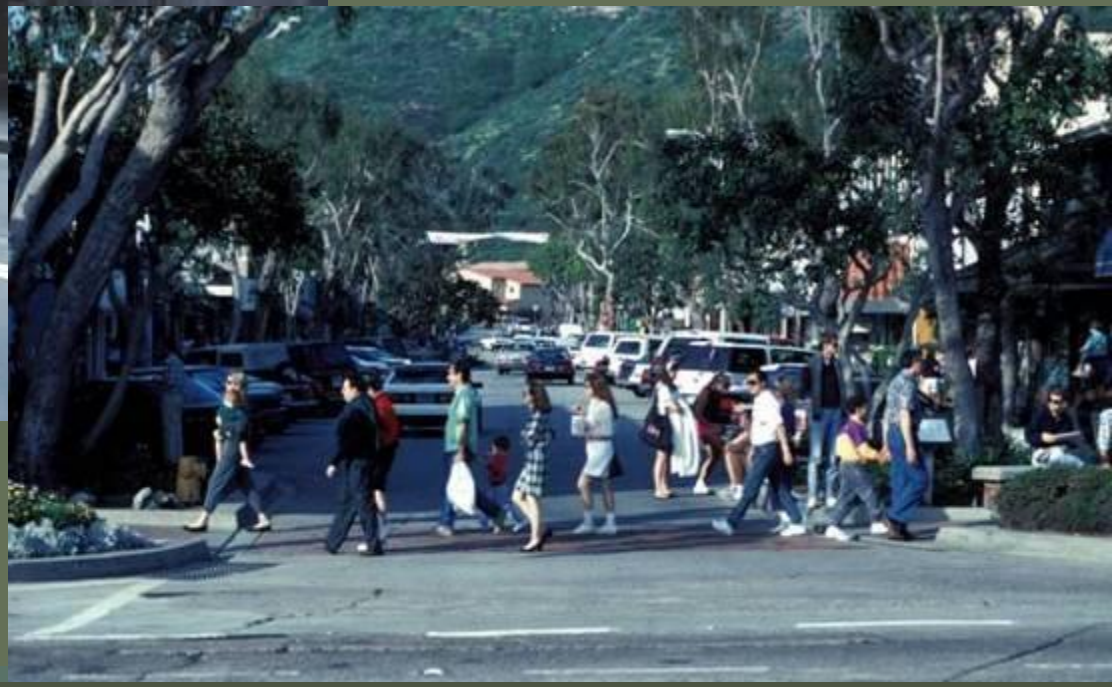


We shape our public spaces, and afterwards our public spaces shape us.

— Adapted from Winston Churchill

Sydney, Australia

Laguna Beach, California



Two City Streets

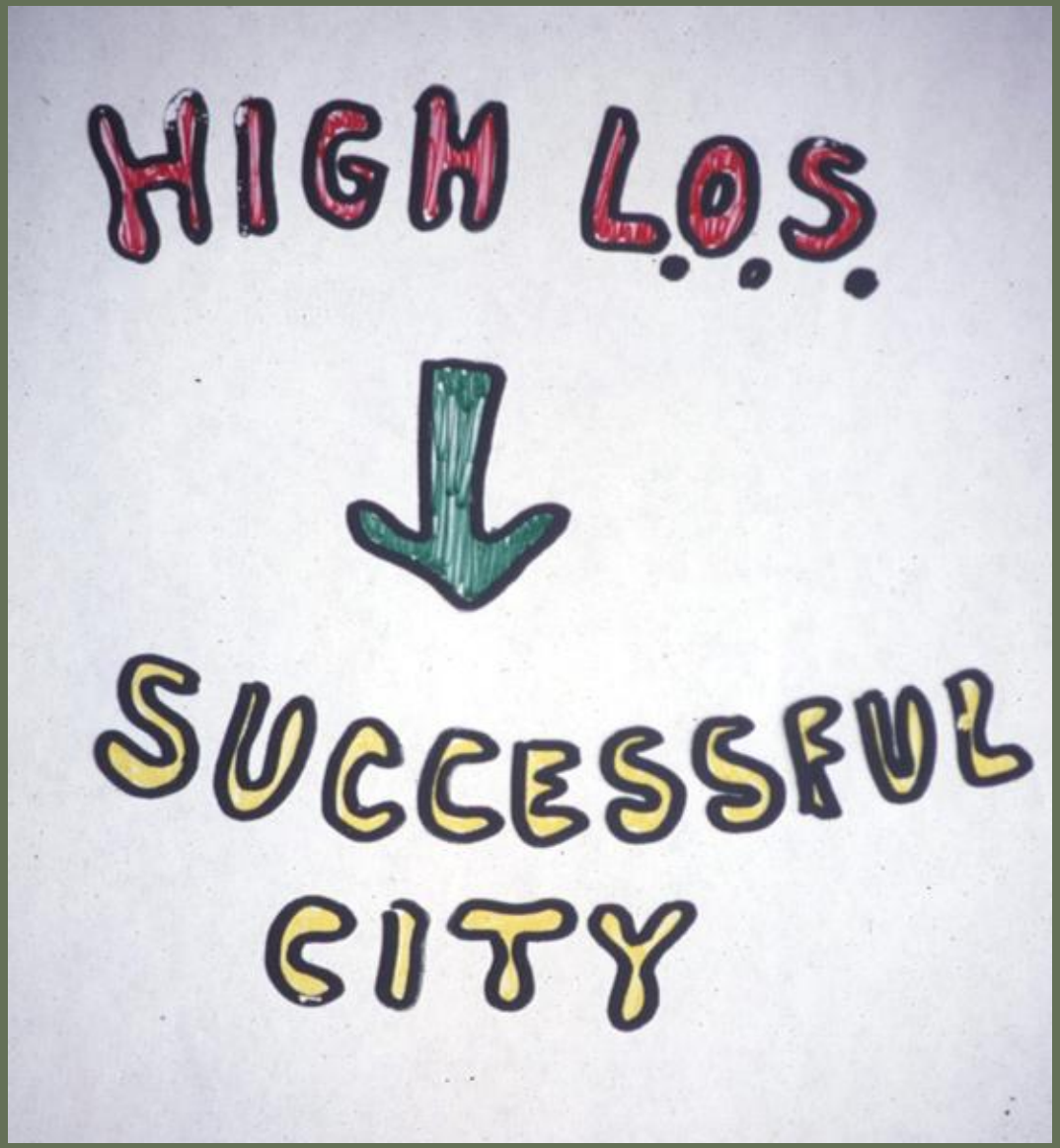
Blank walls are an end in themselves. They declare the supremacy of architecture over humanity, of a building over a person.

Museum of Modern Art - NYC

The erosion of cities by automobiles proceeds as a kind of nibbling. Small nibbles at first but eventually hefty bites. A street is widened here, another is straightened there, a wide avenue is converted to one way flow and more land goes into parking. No one step in this process is in itself crucial but **cumulatively the effect is enormous**.

Jane Jacobs, 1954

When you design your community around cars…you get more cars.



Slide courtesy of Ian Lockwood, Glatting Jackson

A successful street?

A successful street?

20th century ways of measuring livability:

Mississauga, Canada

- Safest city in Canada
- 6th largest city
- 4th largest office center in Canada
- Fastest-growing major city
- World-class sports and recreation facilities, parks and trails, community centers
- Highest educational attainment in Canada in 2001
- Leader in Healthy Cities movement
- One of the world's best mayors
- Downtown (Civic Centre) anchors:
  - City Hall
  - Main Library
  - Living Arts Center
  - Regional Mall

Really?

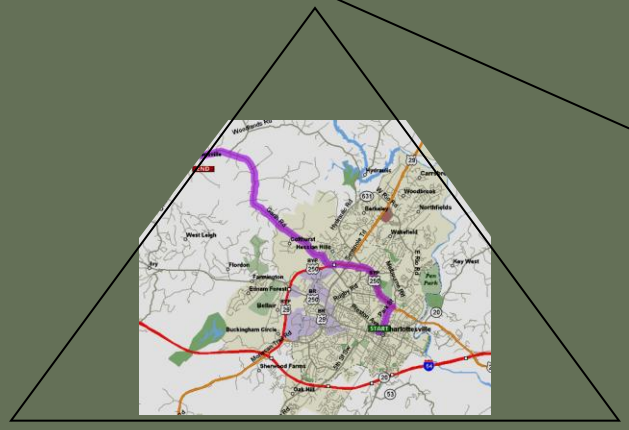
We stopped viewing Streets as Places

Focus on high speed mobility

Proximity

Speed / Proximity Balance

- Speed necessary at region and above
- Proximity viable option in sub-region



Accessibility

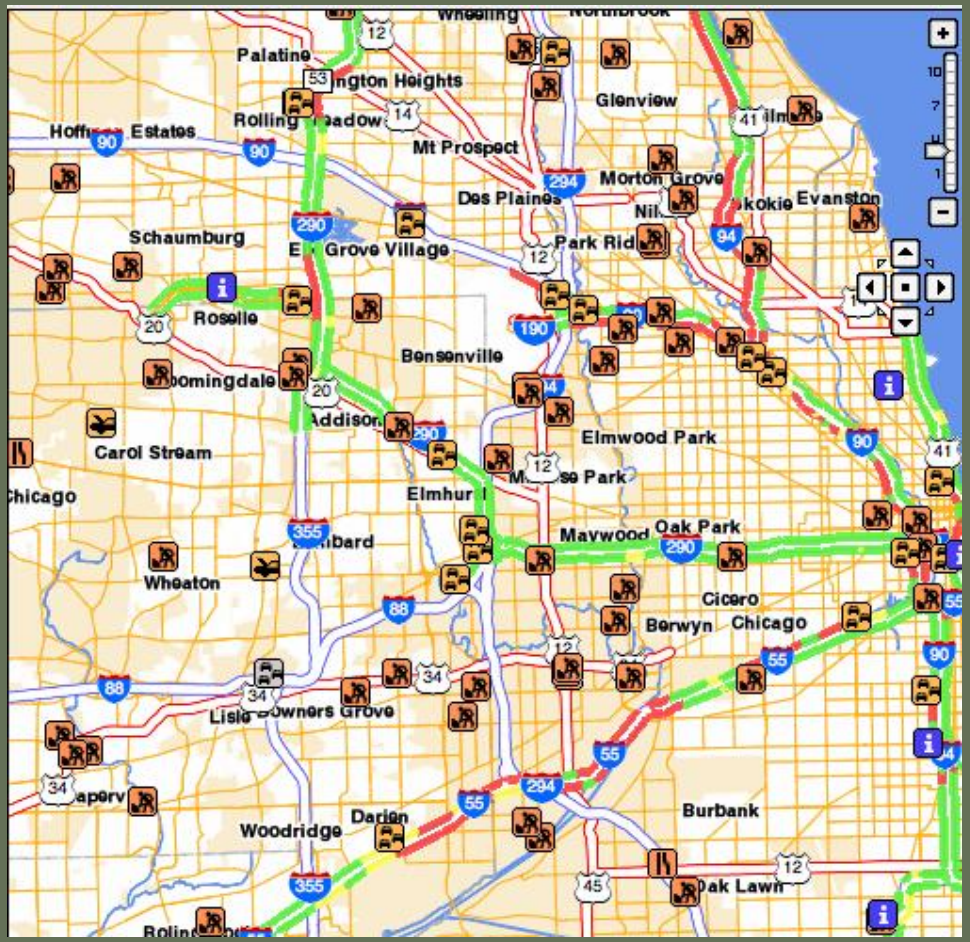
Speed

Slide Courtesy of Chris Sinclair, Renaissance Planning Group

Slide courtesy of Ian Lockwood, Glatting Jackson

Is it Sustainable?

Traffic Outcomes



- **Commuters in the Chicago area experienced over 179 million hours of delay in 2007 (69 million in 1986); 79% of peak hour VMT was congested (50% in 1986)**

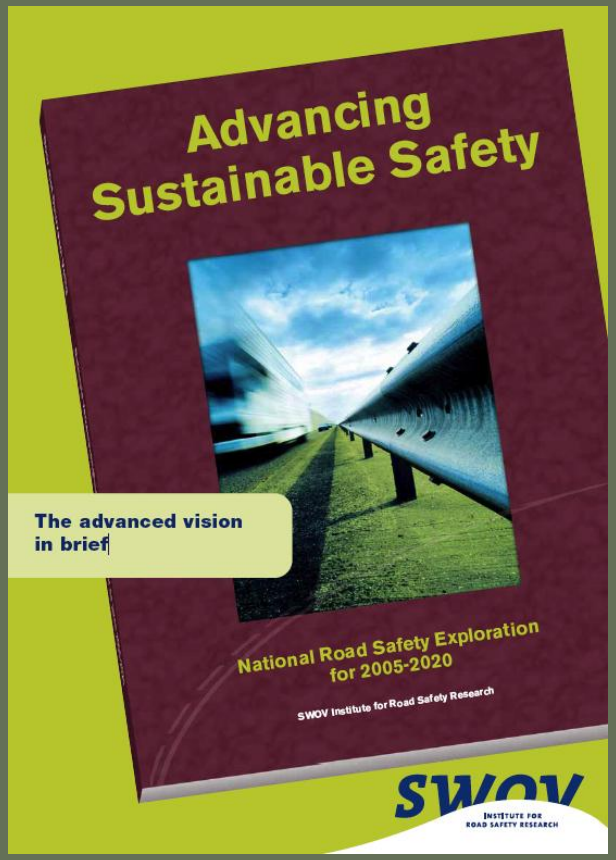
Source: 2009 USDOT Annual Urban Mobility Report

Safety Outcomes

- **In 2008, there were 1043 fatalities and over 94,000 injuries on Illinois roadways.**

Source: ConnDOT

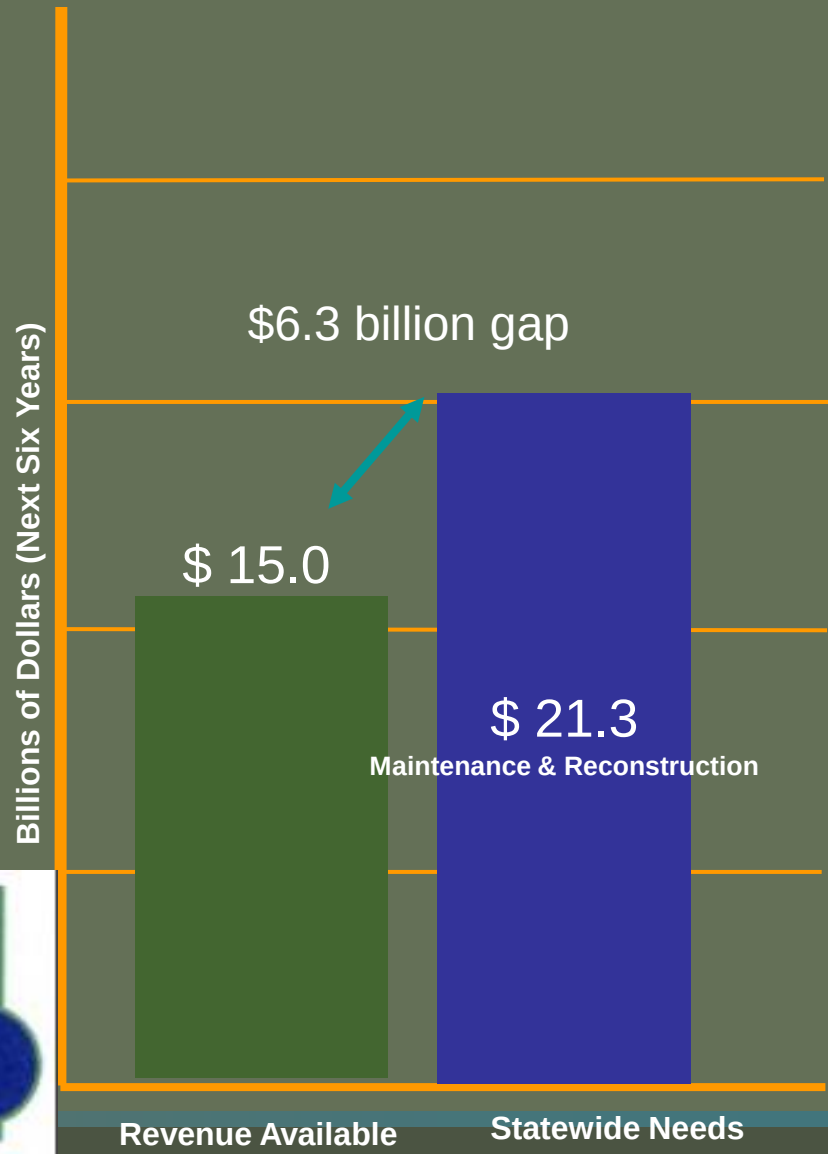
Safety Outcomes



	US	Dutch Equivalent
1975	45000	51750
2008	37000	14800

Financial Outcomes

Projects no longer affordable at up to $60 million per mile.



PENNDOT

Health Outcomes

- **225,000 die annually due to sedentary lifestyle**
- **Childhood obesity epidemic**
- **Type 2 diabetes on the rise – in children!**

•The Transportation Prescription. PolicyLink. 2009.
•'Adult' diabetes on the rise in kids. MSNBC. October 30, 2009.
•Center for Disease Control

Health + Social Outcomes

A study of three generations of 9 year olds found that by 1990, the radius around the home that children were allowed to play had sunken to a ninth of what it had been in 1970.

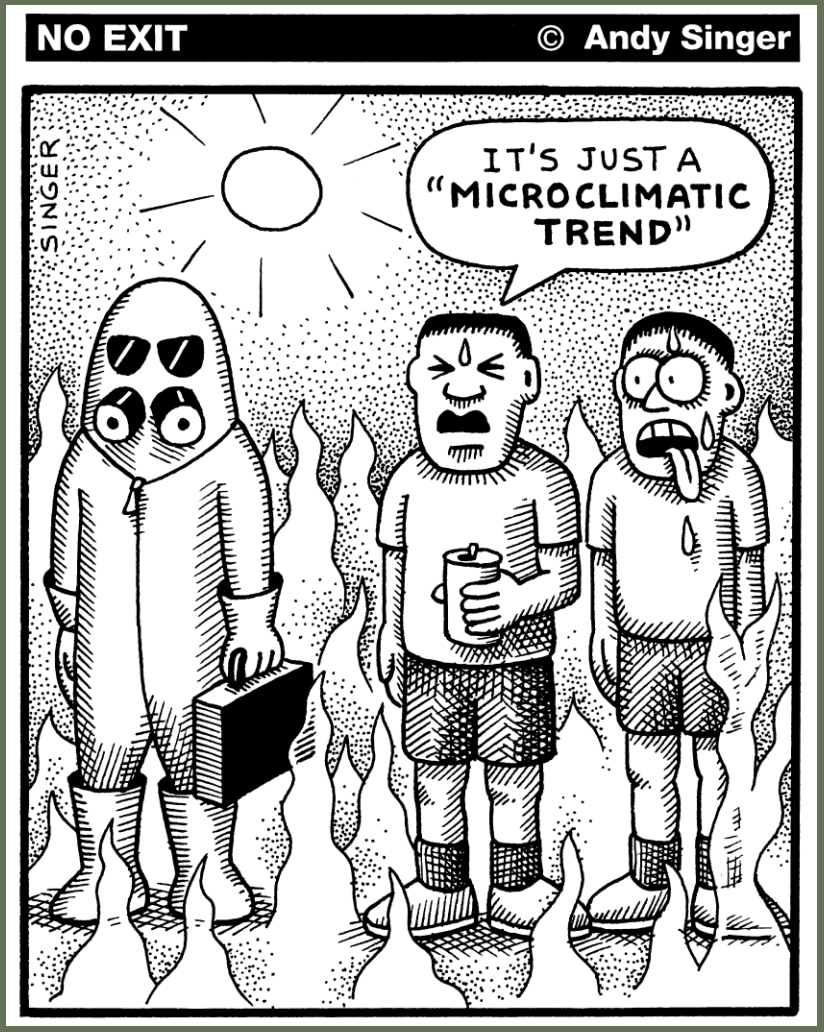
-Richard Louv

Percent of children who walk or bike to school:

1970 – 73%

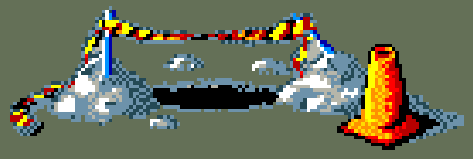
2000 – 13%

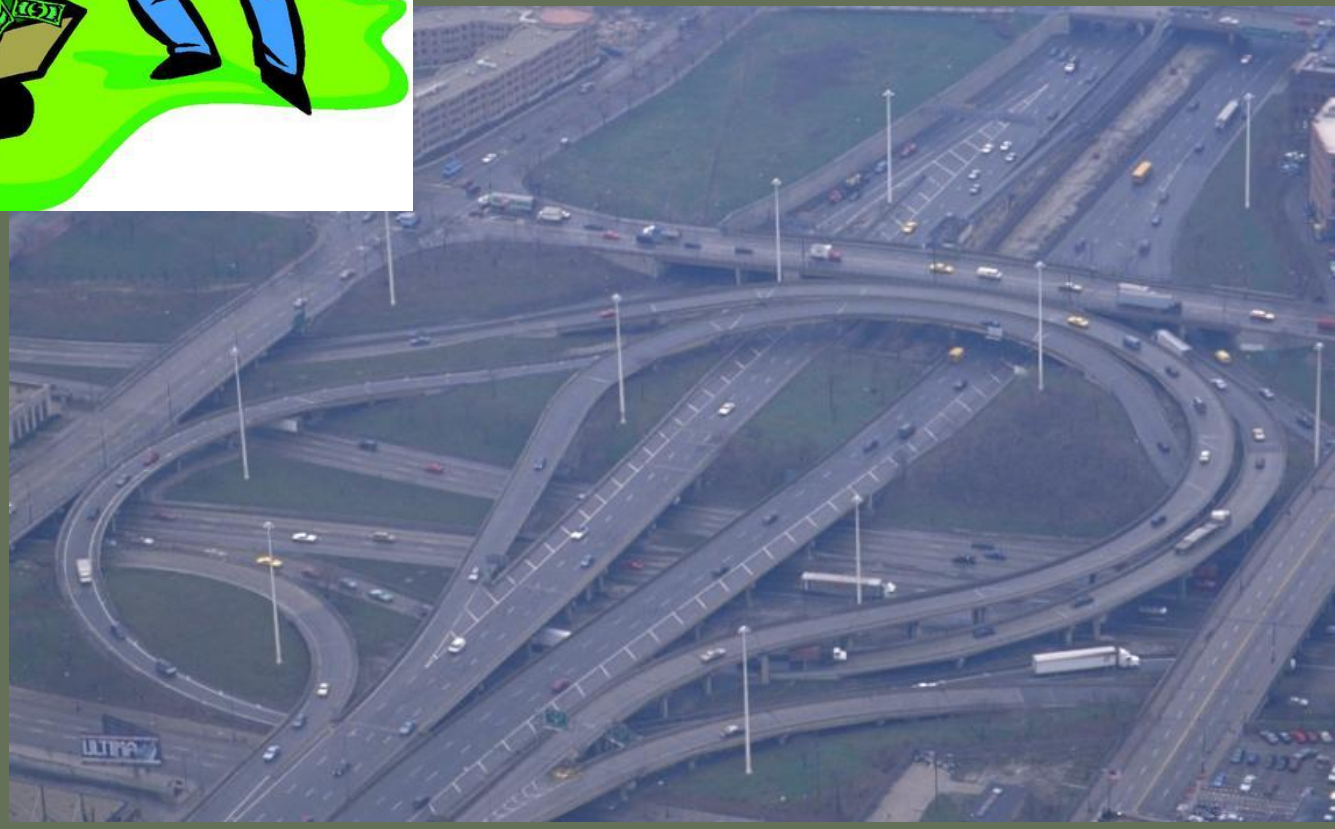
Climate Outcomes



Cartoon courtesy of Andy Singer

So what do we do?





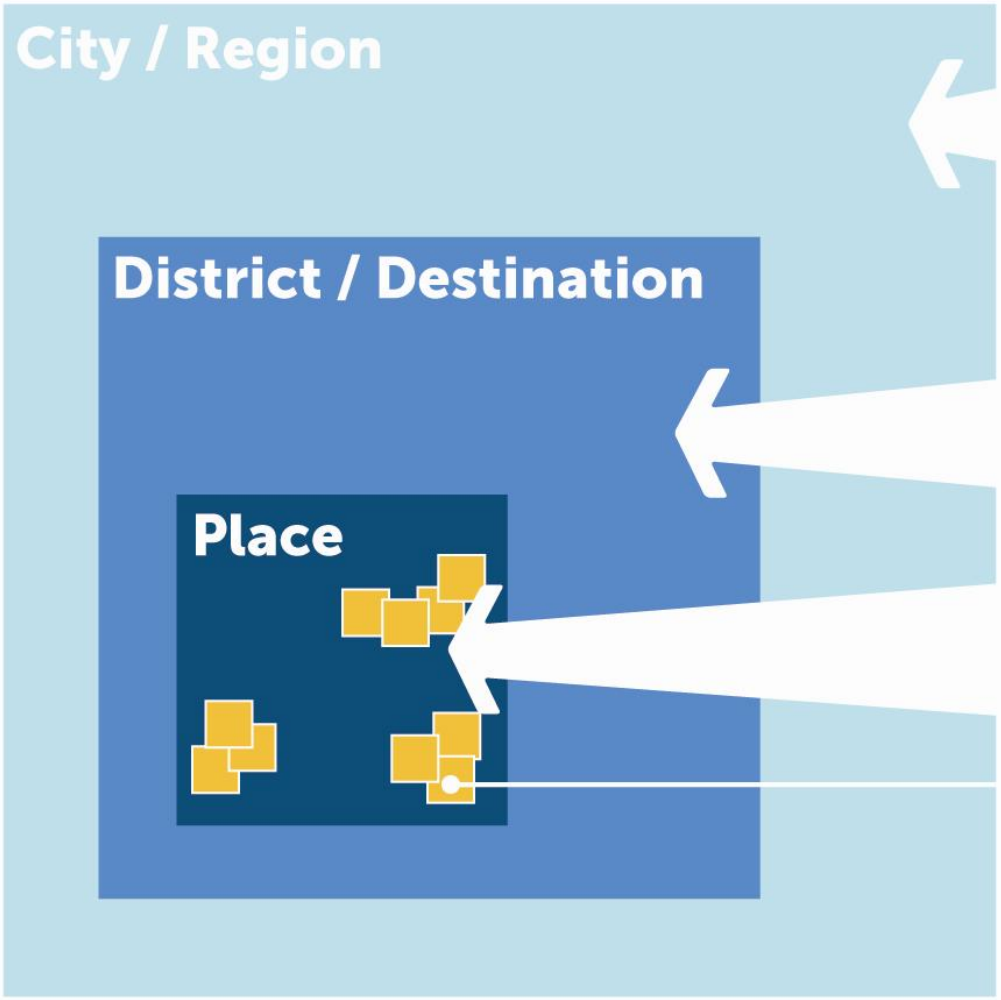
Continue to shovel money into infrastructure?

Tools for Transformation

When you design your community around people …you get more people.

COMMUNITY ANCHORS / ARCHITECTURE OF PLACE

The Power Of 10



10+ major destinations/districts

10+ places

10+ things to do

Layering of uses to create synergy (triangulation)

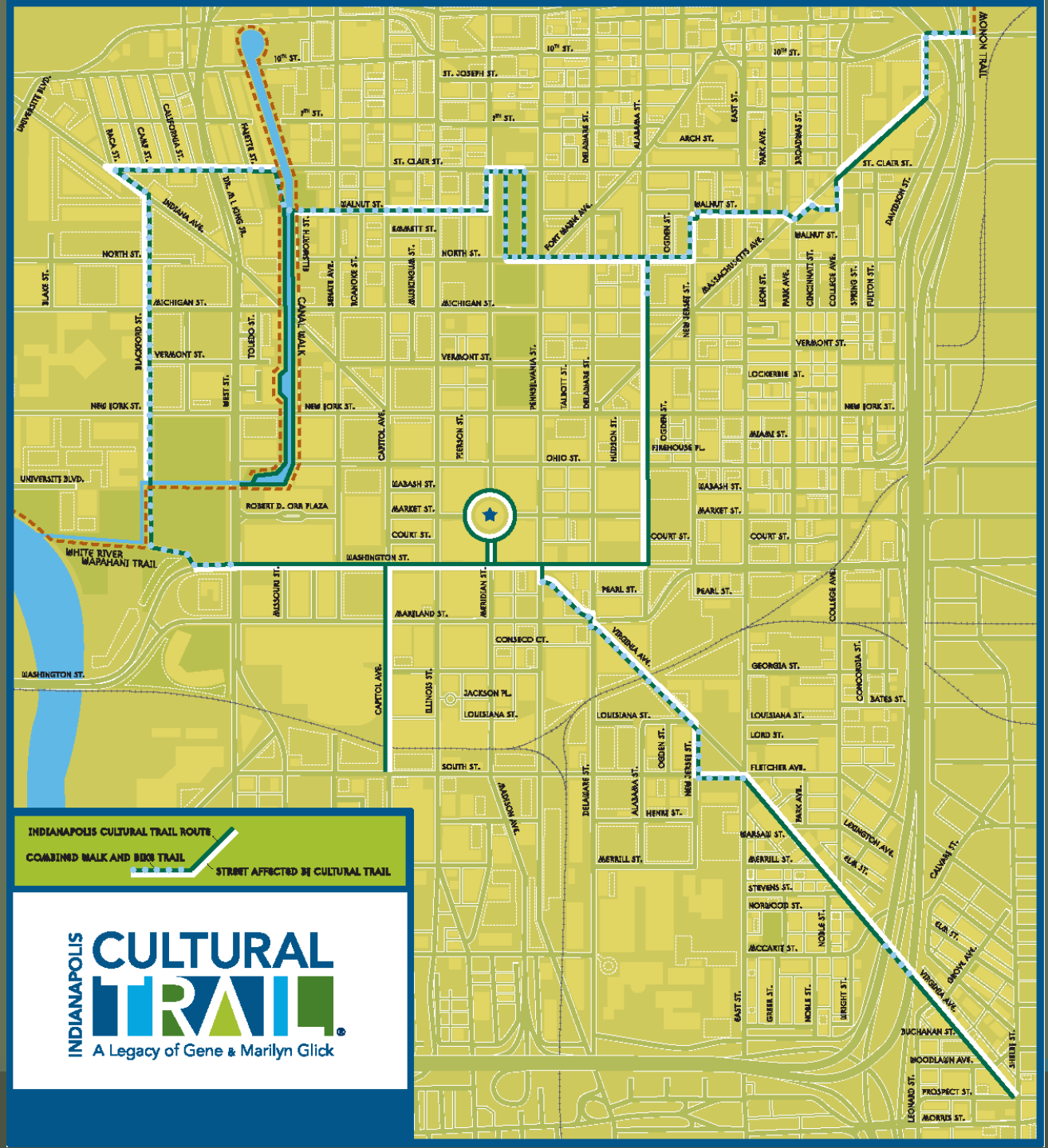
Indianapolis Cultural Trail

Challenges and Objectives

- Auto-centric Downtown – not pleasant for pedestrians or cyclists

Vision

- World class urban bike/pedestrian path
- Connect neighborhoods, cultural districts & entertainment amenities
- Downtown hub for trail system


INDIANAPOLIS CULTURAL TRAIL ROUTE
COMBINED WALK AND BIKE TRAIL
STREET AFFECTED BY CULTURAL TRAIL
INDIANAPOLIS CULTURAL TRAIL
A Legacy of Gene & Marilyn Glick
10TH ST.
7TH ST.
ST. JOSEPH ST.
ST. CLAIR ST.
WALNUT ST.
KENTUCKY AVE.
NORTH ST.
MICHIGAN ST.
VERMONT ST.
NEW YORK ST.
LOCKERBIE ST.
MIAMI ST.
OHIO ST.
FIRMHOUSE PL.
UNIVERSITY BLVD.
WABASH ST.
MARKET ST.
COURT ST.
ROBERT D. ORR PLAZA
WASHINGTON ST.
WHITE RIVER WAPAHANI TRAIL
MARYLAND ST.
CONNECTICUT CT.
PEARL ST.
GEORGIA ST.
JACKSON PL.
LOUISIANA ST.
LORD ST.
SOUTH ST.
FLETCHER AVE.
HENRY ST.
MARSAN ST.
MERRILL ST.
STEVENS ST.
NORWOOD ST.
MCCARTY ST.
BUCHANAN ST.
WOODLAWN AVE.
PROSPECT ST.
MORRIS ST.
BATES ST.
INDIANA AVE.
Dr. A.J. LONG JR.
CANAL WALK
FORT WAYNE AVE.
MASSACHUSETTS AVE.
VIRGINIA AVE.
LEXINGTON AVE.
ELM ST.
ELDER ST.
GROVE AVE.
MONON TRAIL
DAVIDSON ST.
UNIVERSITY BLVD.
BACA ST.
CAINE ST.
CALIFORNIA ST.
FAYETTE ST.
BLAKE ST.
BLACKFORD ST.
WEST ST.
TOLEDO ST.
ELLSWORTH ST.
SENATE AVE.
ROANOKE ST.
ALABAMA ST.
PENNSYLVANIA ST.
DELAWARE ST.
TALBOTT ST.
TIBBS AVE.
CAPITOL AVE.
ILLINOIS ST.
MERIDIAN ST.
ALABAMA ST.
OGDEN ST.
NEW JERSEY ST.
EAST ST.
PARK AVE.
LEON ST.
CINCINNATI ST.
COLLEGE AVE.
SPRING ST.
FULTON ST.
CONCORDIA ST.
GREER ST.
NOBLE ST.
BRIGHT ST.
SHERMAN DR.
LEONARD ST.

Results

- Economic: Study suggests total economic benefits attributable to the Trail will be **$863 million.**
  - Costs - **$50 million** total - **$15 million** federal, **$35.35 million** private
  - Enhanced retail options along the trail, connecting amenities.
  - Will stimulate job creation
  - Incentive for companies to investment in the downtown.
- Social: the vibrancy of the downtown's public spaces has raised the bar for other cities and improved Indianapolis' quality of life.
- Public Health: Less emphasis on automobile travel, the trail promotes healthier, more active lifestyles.
- Press: national and international attention in mainstream press and design journals

Discovery Green, Houston, TX

Before

After

Opening: 2008


4/13/2008

Economic Impact

- Catalyst for more than **$500 million** in downtown development
- **~ 300 new condos/apartments**
- **1 million square feet of new office/retail space**
- **28,000 square foot grocery store** - the first in downtown
- **Land prices skyrocketed $200 to $300**
- **Visitors exceeded expectations by 55%**

STREETS AS PLACES

How Complete is Your Street?

Green and Complete Streets: The Future of Transportation Design

Best Practices for Sustainable Communities

Janet L. Attarian, AIA, LEED AP | Project Director

Streetscape and Sustainable Design Program

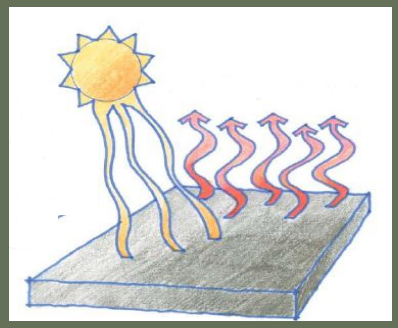
Chicago Department of Transportation

How Complete is your Street?

- Energy Efficiency
- Waste Management
- Air Quality
- Site Selection
- Beauty and Community
- Urban Heat Island
- Stormwater Management
- Water Efficiency
- Alternative Transportation
- Education
- Commissioning



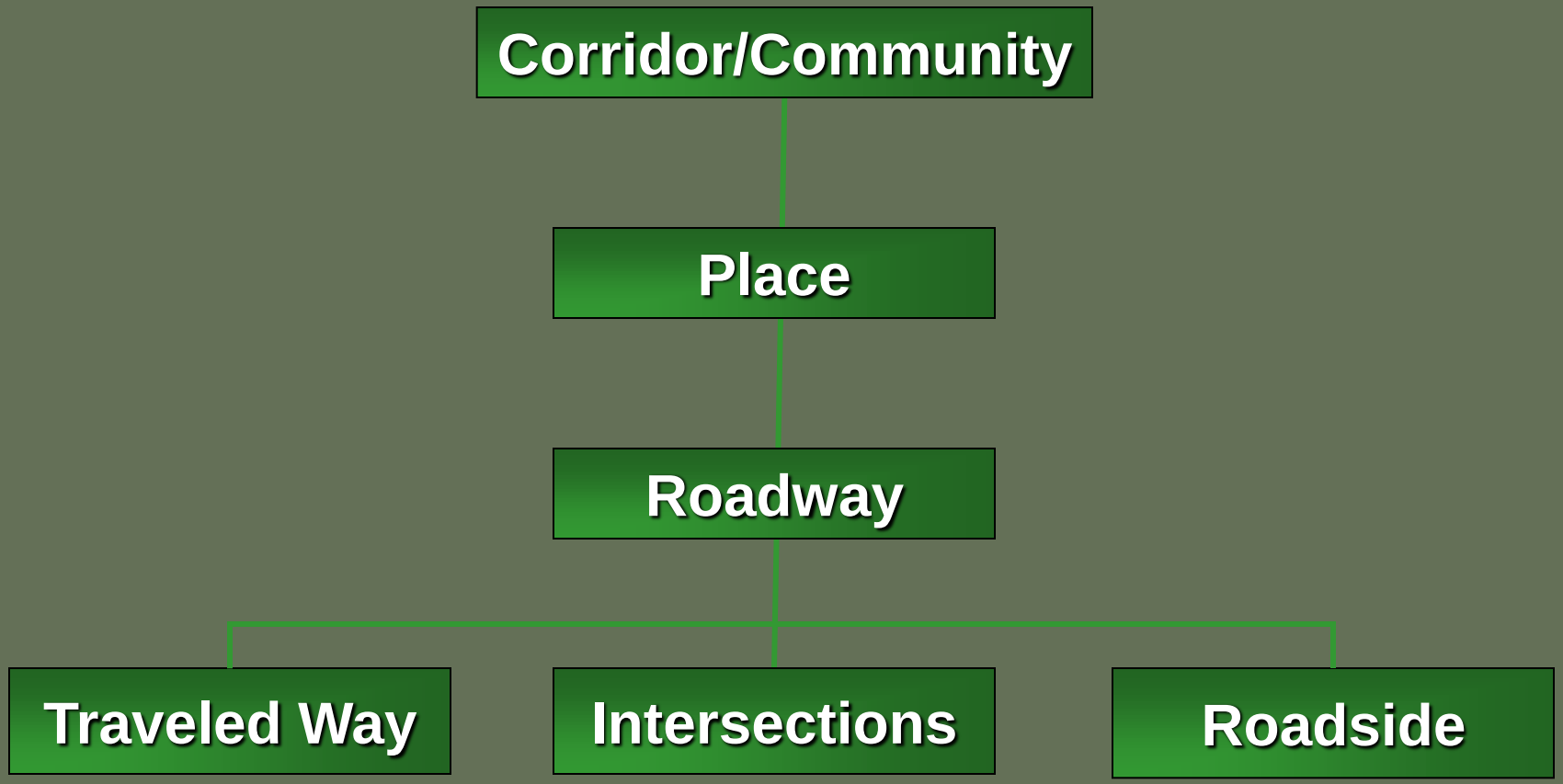





STREETS AS PLACES

- Attractions & Destinations
- Identity & Image
- Active & Connected Edge Uses
- Amenities
- Management:
  Central to the Solution
- Seasonal Strategy
- Diverse User Groups
- Balances Modes
- Blending of Uses and Modes
- Protects Neighborhoods

Community Based Planning

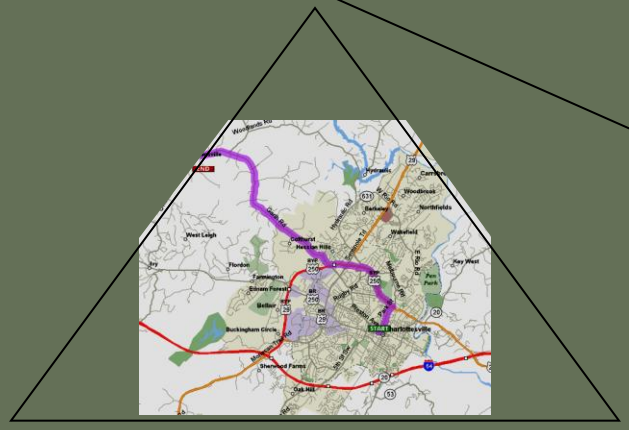


Focus on high speed mobility

Proximity

Speed / Proximity Balance

- Speed necessary at region and above
- Proximity viable option in sub-region



Accessibility

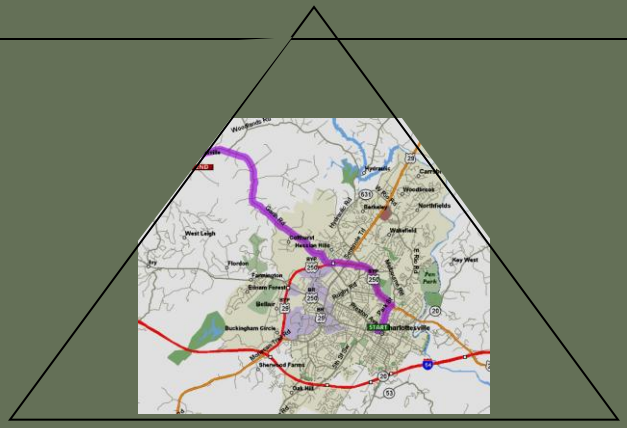
Speed

Slide Courtesy of Chris Sinclair, Renaissance Planning Group

Provide Choices

Move away from functional classification
Negotiate Congestion Levels

Proximity



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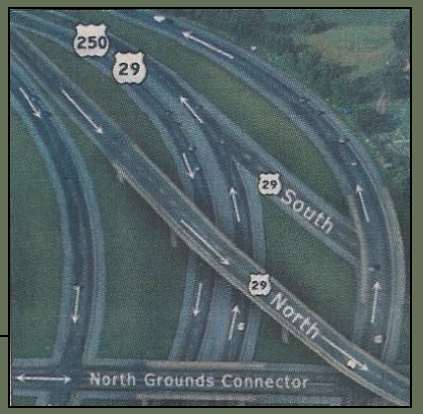


Speed

Slide Courtesy of Chris Sinclair, Renaissance Planning Group

Place-Based Street Typologies

One Size Does Not Fit All

DESTINATION STREET

Destination Street:
A thoroughfare of moderate capacity and low speed that serves a regional urban destination, such as a main street district. Pedestrian and bicyclist comfort is prioritized.

Precedents:
- **Maine Street, Brunswick**
- Main/Bayview Street, Camden
- Main Street, Rockland


Maine Street, Brunswick

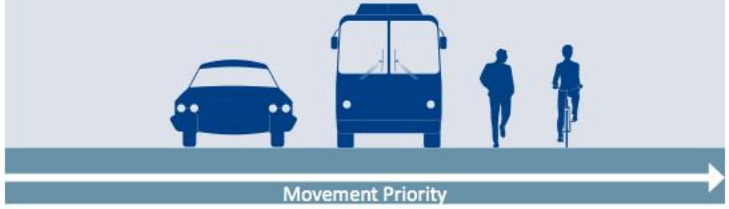
THOROUGHFARE TYPE	DESTINATION STREET
Right-of-Way Width	Varies
Pavement Width	Varies
LAND USE CHARACTER	WALKABLE, URBAN CORE
GENERAL USES	Offices, Retail, Residential, Civic
PUBLIC FRONTAGE QUALITY	HIGH
Drainage Type	Curb
Curb Radius	5 - 15 ft.
Walkway Type	Sidewalk
Landscape Type	Planted
# VEHICULAR LANES	2 - 3
Traffic Lane Width	10 ft.
Parking Lane Width	7 - 8 ft.
Target Design Speed	20 - 25 mph
BIKEWAY TYPE	BICYCLE LANE, SHARROW
Riding Surface Width	5 - 6 ft.
Movement	Uni-Directional
Bicycle Parking	Rack, Shelter, Locker
TRANSITWAY TYPE	REGIONAL BUS, LOCAL CIRCULATOR, AMTRAK


Maine Street, Brunswick


Main/Bayview Street, Camden


Main Street, Rockland

COMMERCIAL ARTERIAL



Commercial Arterial:
A thoroughfare designed to provide a high degree of vehicular mobility at moderate speeds to regional serving commercial land uses. While the design of this thoroughdare type generally favors motor vehicles, future redevelopment opportunities should include bicycle and pedestrian facilities.

Maine Precedents:
- **Outer Pleasant Street, Brunswick**
- Bath Road, Brunswick
- Civic Center Drive, Augusta

Image from Outer Pleasant

Outer Pleasant Street, Brunswick

THOROUGHFARE TYPE	COMMERCIAL ARTERIAL
Right-of-Way Width	Varies
Pavement Width	Varies
LAND USE CHARACTER	AUTO-ORIENTED, SUBURBAN
GENERAL USES	Gas Stations, Big Box Retail, Motel
PUBLIC FRONTAGE QUALITY	LOW, MEDIUM
Drainage Type	Curb, swale
Curb Radius	15 - 25 ft.
Walkway Type	Sidewalk
Landscape Type	Planted
# VEHICULAR LANES	3 - 6
Traffic Lane Width	11 - 12 ft.
Parking Lane Width	n/a
Target Design Speed	30-35 mph
BIKEWAY TYPE	BICYCLE LANE
Riding Surface Width	5 - 6 ft.
Movement	Uni-Directional
Bicycle Parking	Rack
TRANSITWAY TYPE	REGIONAL BUS, LOCAL CIRCULATOR


Outer Pleasant Street, Brunswick


Bath Road, Brunswick

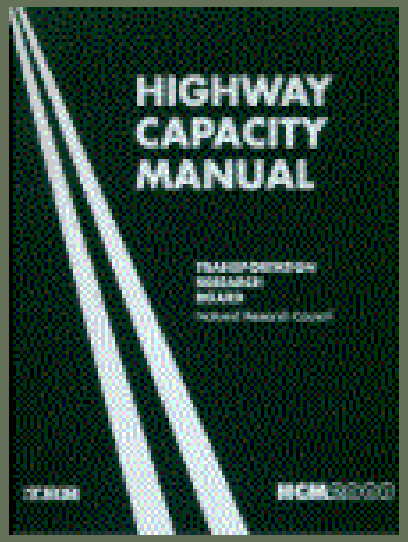

Civic Center Drive, Augusta

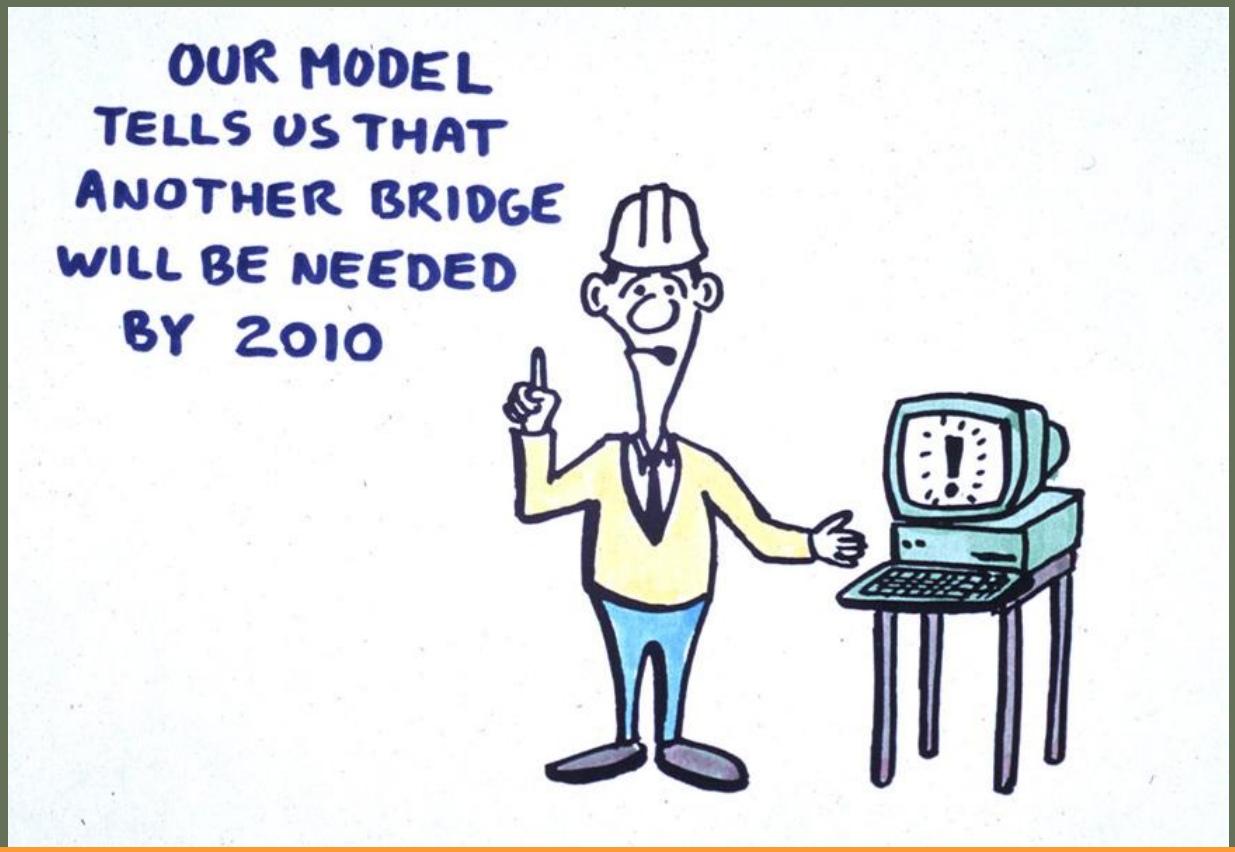
Street Typologies

- Charlotte
- San Francisco
- Savannah
- Denver
- Indianapolis
- Brunswick, Maine

Reconsider Congestion

Travel Projections and Level of Service





Investments Based on Automobile Level of Service

Route 7 South Burlington, Vermont

Build Connected Networks

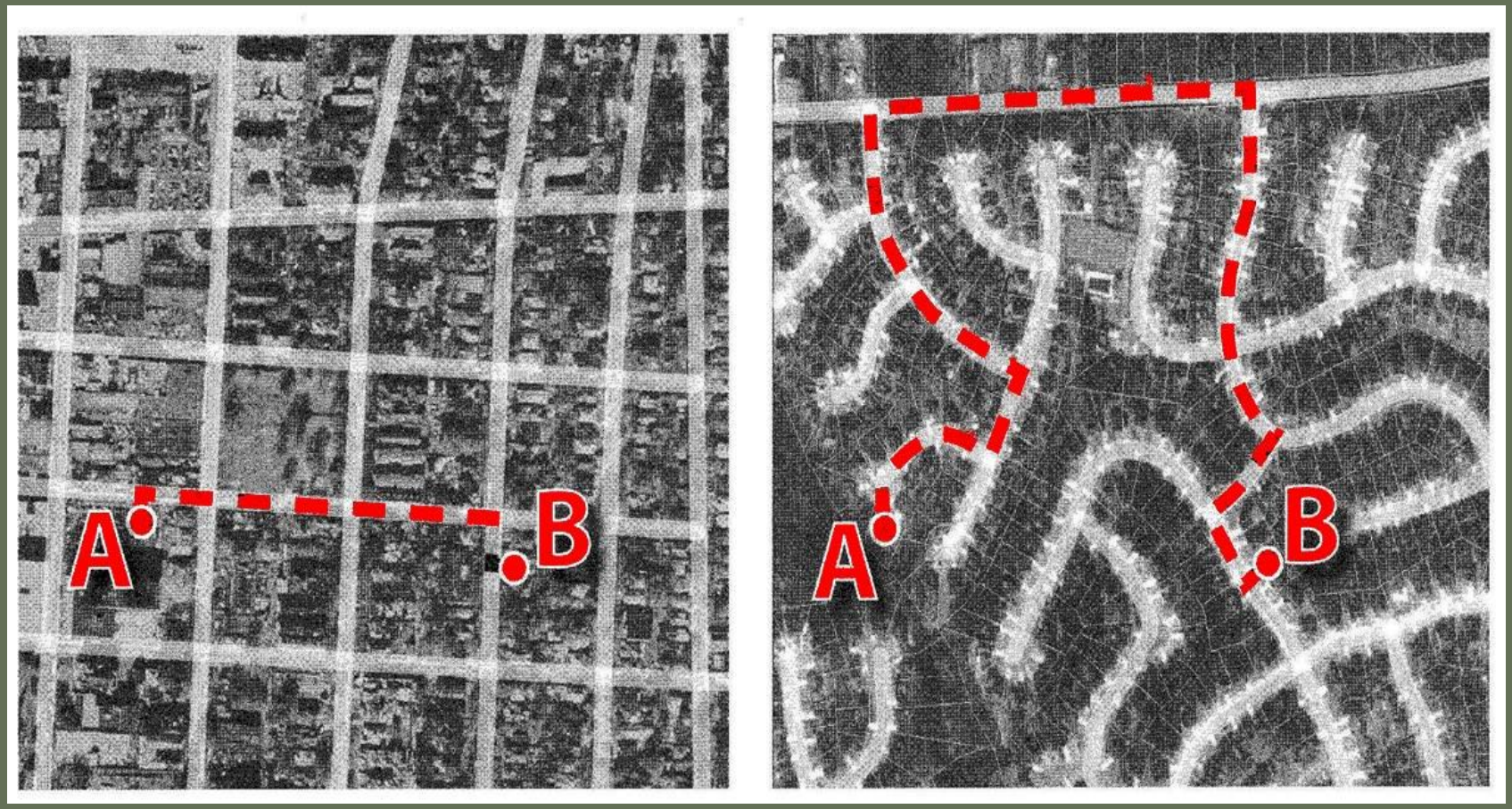


Illustration: Frank, LD “Health & Community Design”

Greenwald, M.J. *Transportation Research Record* 2001

Slide courtesy of Kate Kraft, RWJF

TOOLS FOR TRANSFORMATION

LIGHTER QUICKER CHEAPER


PAGER Palace
Expressions
TriAd Ad Design
Body Design

Harness local ingenuity to activate the street

STREET VENDING

PARKLETS

Play streets

New York City Street Renaissance

LIVABLE STREETS

FROM AN AUTO-CENTRIC POLICY TO A CITY OF GREAT STREETS

NYC STREETS RENAISSANCE


PIZZA
TURRITO'ILLE
W 44


ONE WAY
ONE
STOP
ALL WAY
NERO

Columbus Circle before

Columbus Circle after

Columbus Circle before

Columbus Circle after

Times Square before

Times Square after

Times Square before

Times Square after

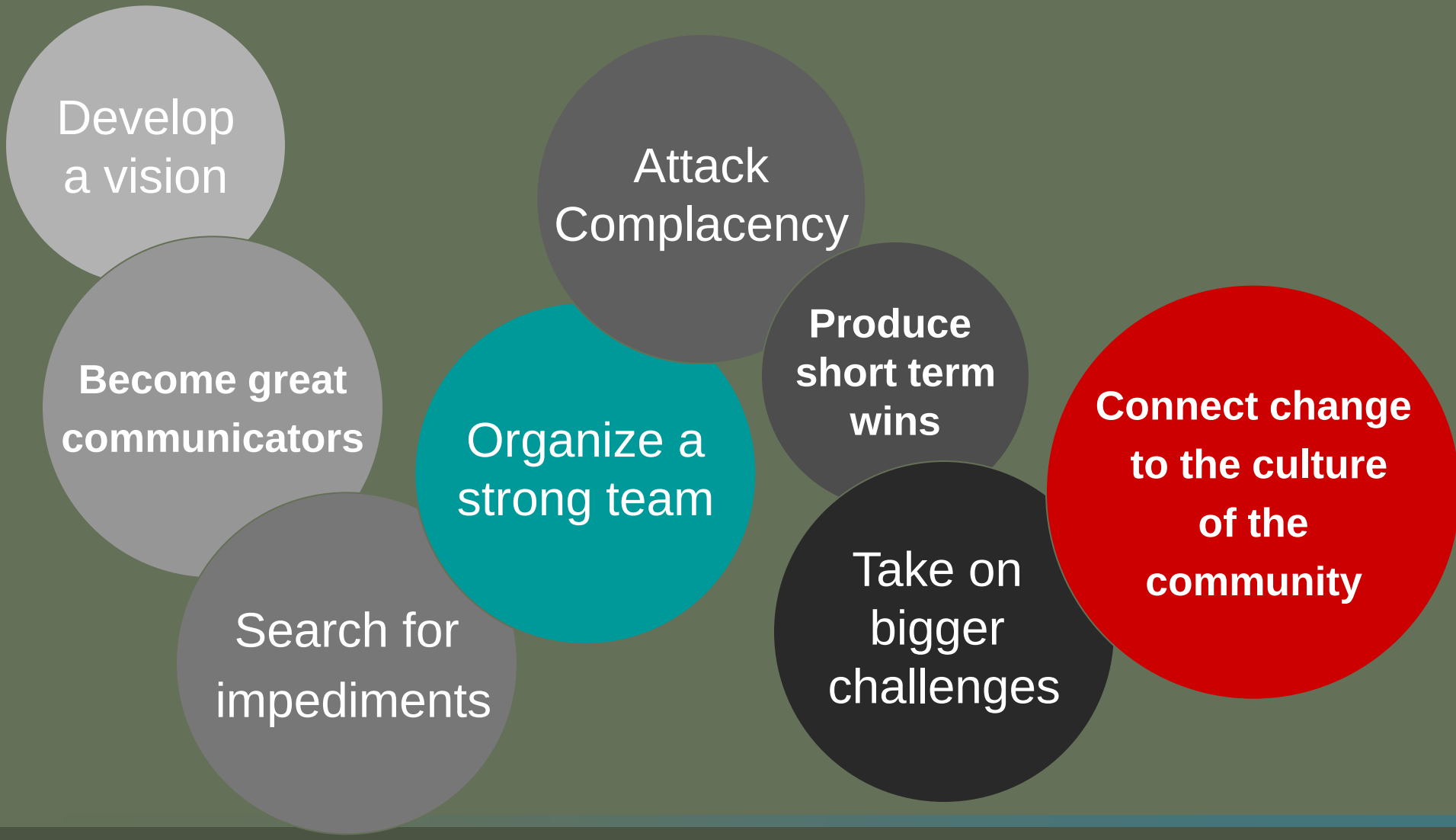
Times Square after

Times Square after

Herald Square before

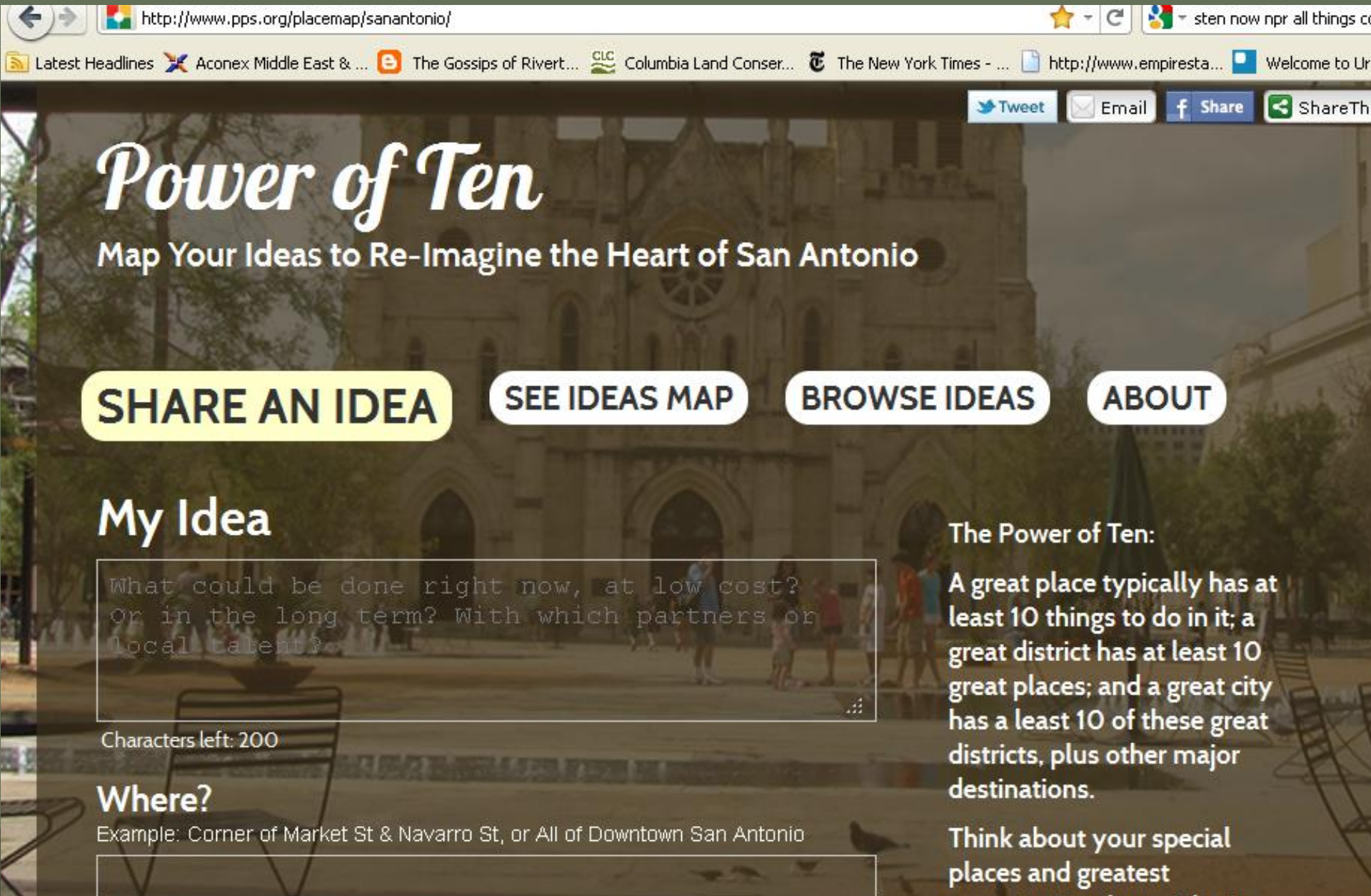
Herald Square after

It has to be a Campaign



People Who Make Dramatic Change By John Kotter

PlaceMap – San Antonio



Regions that thrive in the 21st Century:

- Lively neighborhoods and business districts
- Cultural and recreational attractions
- Great sense of place
- Protected, diverse natural areas

- Local food system - farming
- Deep pride in local character, products and foods
- Collaborative process with their citizens.

Livability

Placemaking

Sustainability

Practical implementation

PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

Principles Guiding the Partnership's Work

1. Provide more transportation choices.

2. Promote equitable, affordable housing.

3. Enhance economic competitiveness.

4. Support existing communities.

5. Coordinate policies and leverage investment.

6. Value communities and neighborhoods.

Livability Solutions

- Project for Public Spaces
- Walkable and Livable Community Institute
- Center for Neighborhood Technology
- Reconnecting America
- Congress for the New Urbanism
- Surface Transportation Policy Partnership

www.livabilitysolutions.org

Thank you!

Philip Myrick
Senior Vice President
pmyrick@pps.org