

Complete Streets:

Thinking beyond the roadway

Prepared for:

Governments & Growth

Prepared by:

Caleb Racicot, Principal
Tunnell-Spangler-Walsh & Associates

March 3, 2006

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What are the land uses?

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Transportation ↔ Land Use

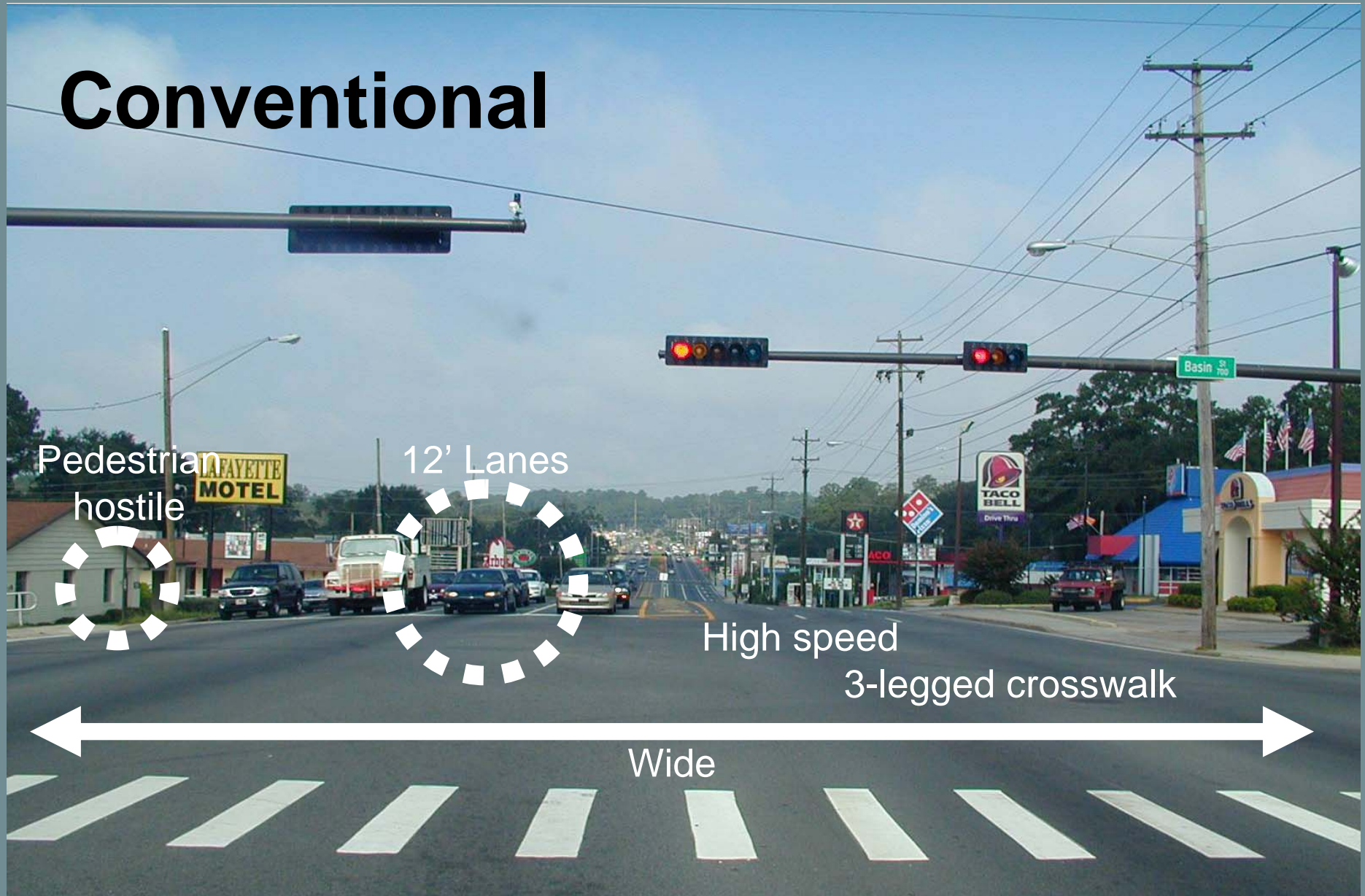
Conventional
?

Traditional?



Transportation ↔ Land Use

Conventional



Transportation ↔ Land Use

Conventional

Traditional?

?



Transportation ↔ Land Use

Traditional



You cannot think of “complete streets” without thinking of what happens behind the curb.

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1. Think about streets from building face to building face.

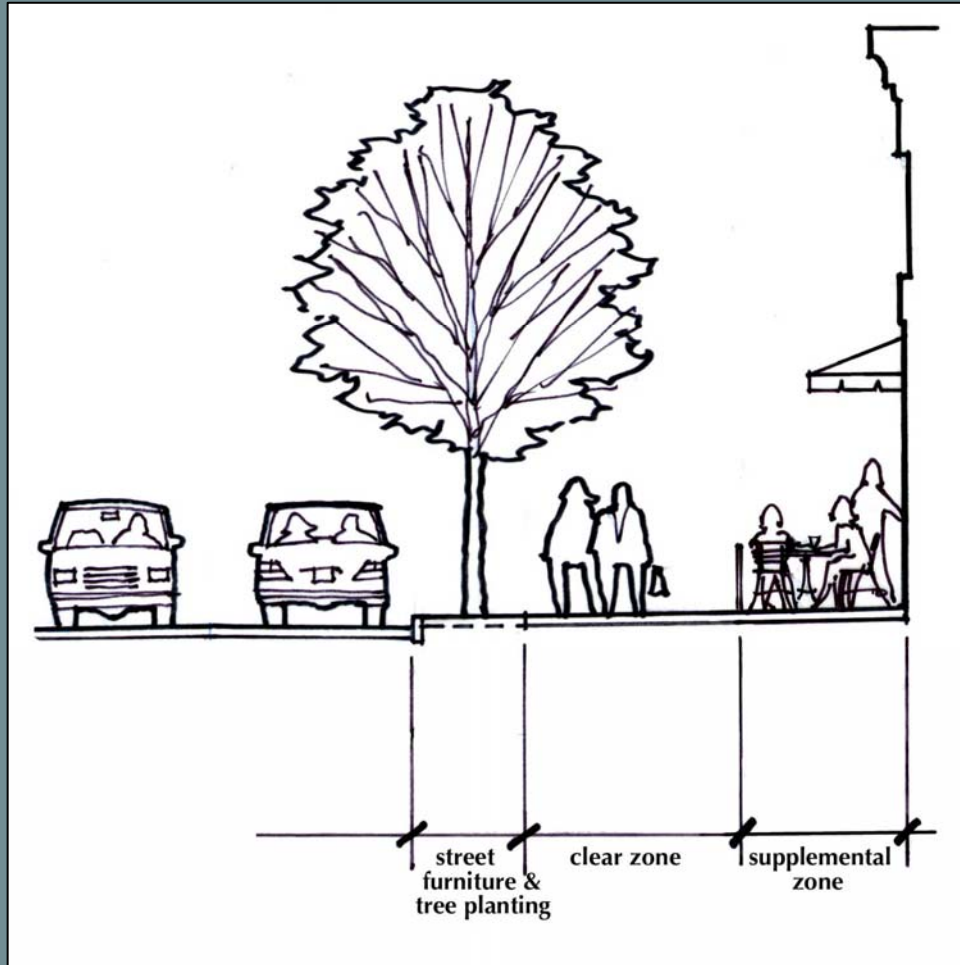
- *Provide an interconnected sidewalk system.*

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Components of Sidewalks

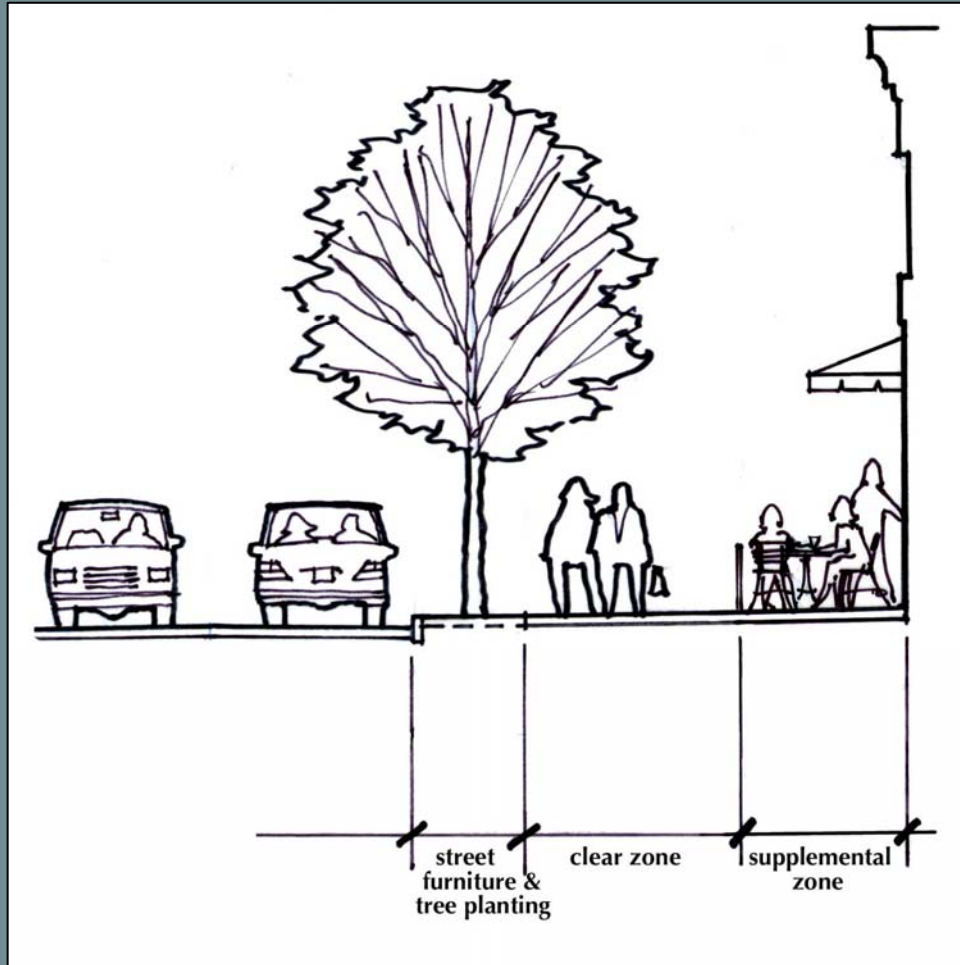


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Components of Sidewalks: Clear



For walking

- Minimum width: 5 feet (residential)
- Minimum width: 10 feet (mixed-use)
- Minimum height: 8 feet

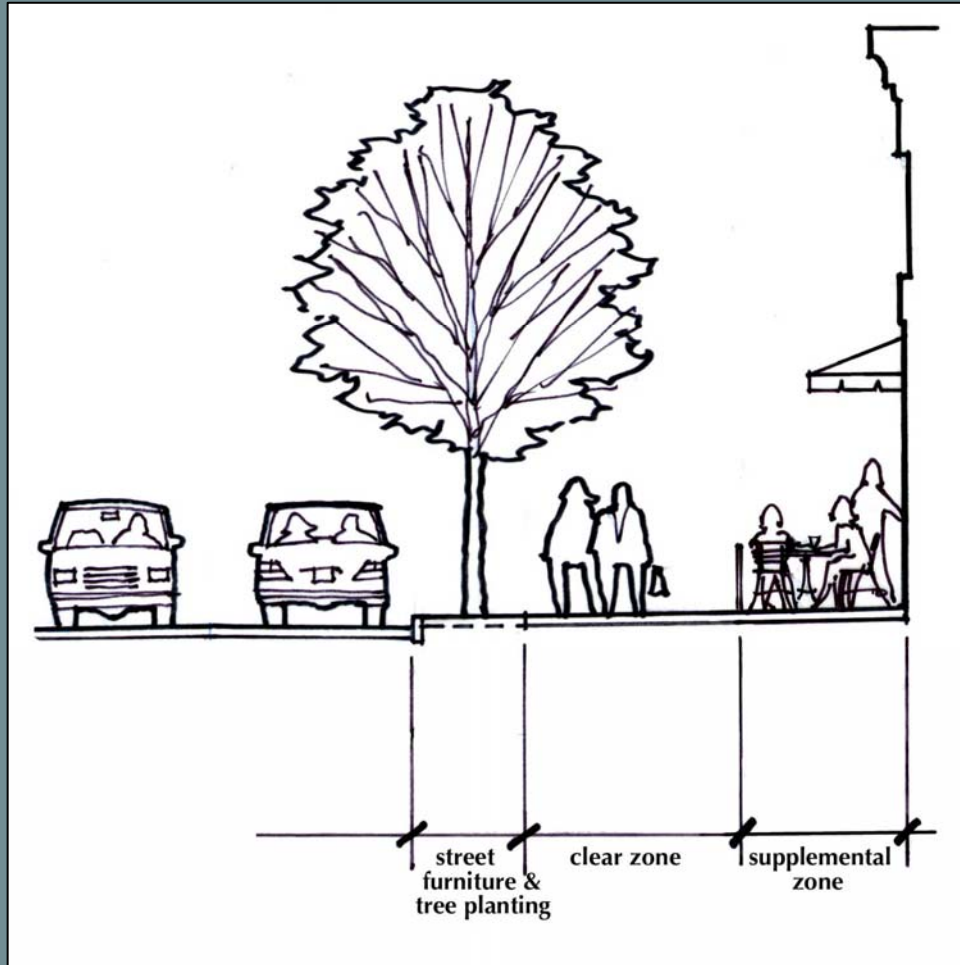


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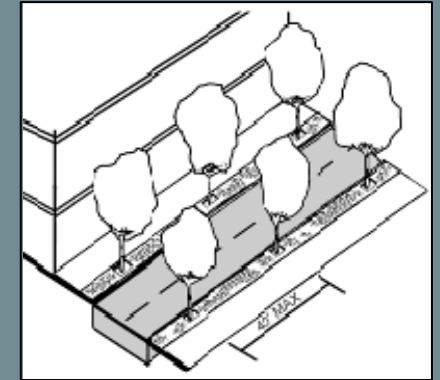
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Components of Sidewalks: Planting



- one For trees, bike racks, lights, bus shelters
- Trees: 50 ft on-center
 - Minimum width: 7 feet (residential) - planted
 - Minimum width: 5 feet (mixed-use) - hardscape



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2. Provide buildings that engage the street and the pedestrian.

- *Provide active uses at street level.*

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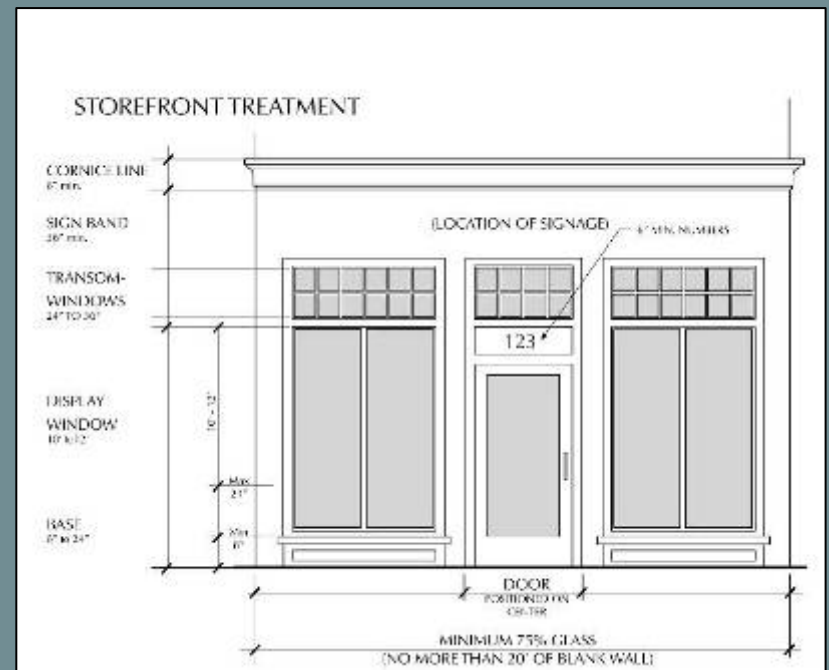
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Actives Uses



- Storefront treatment
- Continuous buildings



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Actives Uses



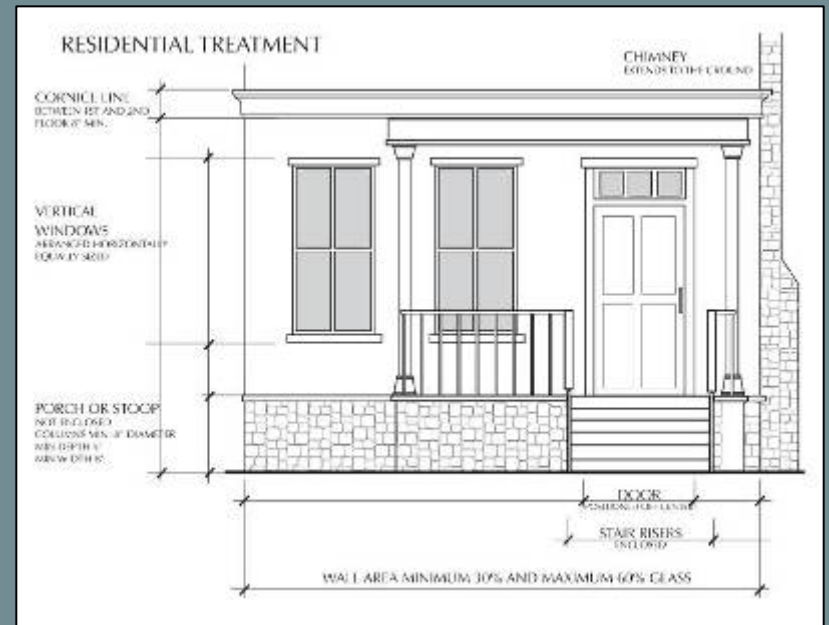
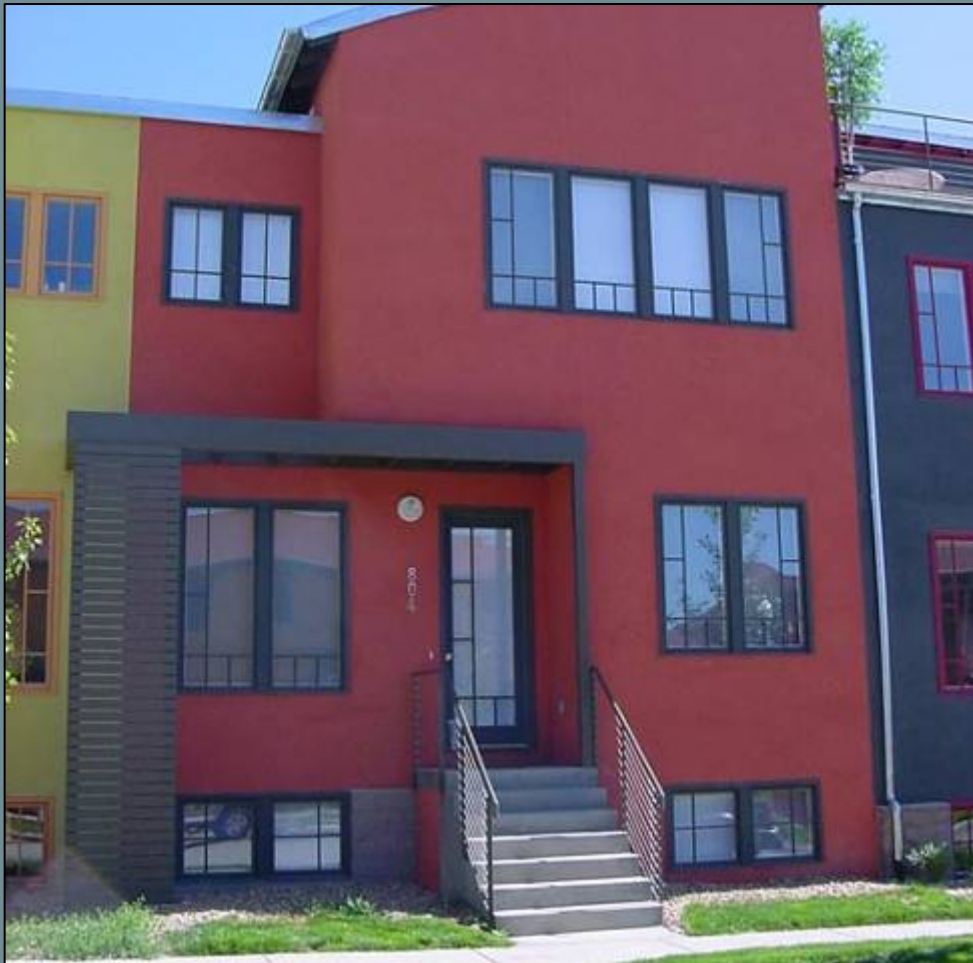
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Actives Uses

- Residential treatment



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Actives Uses



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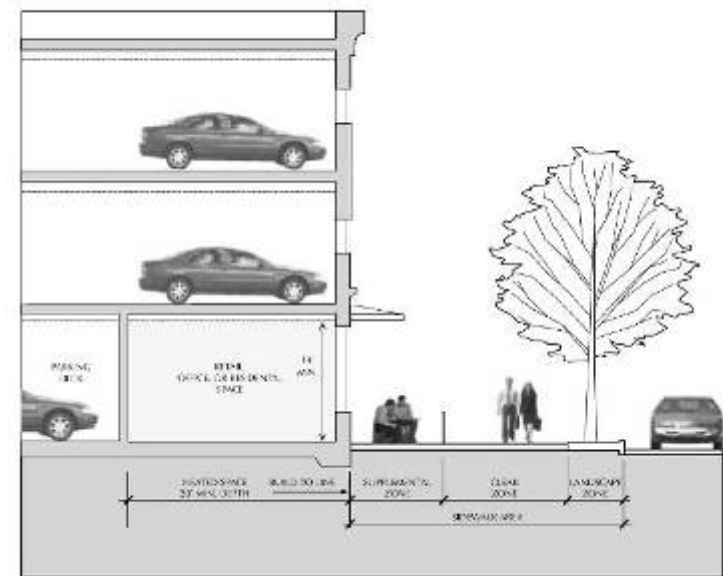
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Actives Uses

- Even parking decks!



PARKING DECKS



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2. Provide buildings that engage the street and the pedestrian.

- *Provide active uses at street level.*
- *Place buildings close to the street.*
- *Utilize front yards (supplemental zones) for pedestrian uses.*

Building Setbacks



- *Retail: Back of sidewalk*
- *Residential: 5 to 15 feet from sidewalk*



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Building Setbacks

- *No frontal surface parking
(Use on-street parking instead)*



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2. Provide buildings that engage the street and the pedestrian.

- *Provide active uses at street level.*
- *Place buildings close to the street.*
- *Utilize front yards (supplemental zones) for pedestrian uses.*
- *Provide buildings entrance directly from the street.*

Building Entrances



- Individual retail entrances
- Residential units
- Residential lobbies (not more than 20 feet)
- Discrete vehicular entrances



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Why is this important?

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1. Streets are the public realm.

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- 1. Streets are the public realm.**
- 2. There are public health benefits.**

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- 1. Streets are the public realm.**
- 2. There are public health benefits.**
- 3. It's good business sense.**

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**The Urban Land Institute has
called the pedestrian key to
town center/urban retail
revitalization.**

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“Don’t let traffic engineers rule the streets. Accommodating traffic is only one of the many goals for successful shopping streets. Retail streets must balance the needs of the pedestrian and the needs of the automobile. Traffic must be calmed...”

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Ten Principles for Rebuilding Neighborhood Retail, Urban Land Institute





“Street width is an important determinant of retail success...wide streets form a greater barrier to success since they make it difficult to establish either an intimate neighborhood feel or a community connection.

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Ten Principles for Rebuilding Neighborhood Retail, Urban Land Institute



**7 of the 10 requirements for
successful town
center/downtown retail are
impacted by transportation
facility design.**

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Downtown Retail Requirements

1. Create a continuous and cohesive area.
2. Light the way.
3. Keep sidewalks basic, smooth and clean.
4. Design for three distinct sidewalk zones.
5. Provide adequate parking, including on-street spaces.
6. Pick the perfect street tree.
7. Think of public art in a different way.
8. Pump the right kind of traffic into downtown.
9. Move cars at 25 mph or less.
10. Establish a wayfinding program.

1. Create a continuous and cohesive area.

- Provide a continuous pedestrian route
- Make it easy to cross streets
- 1,000 feet is a the typical length for a shopping area
- Provide continuous storefront activity
- Minimum 75% fenestration is a MUST
- Blank walls should not exceed 20' in length.

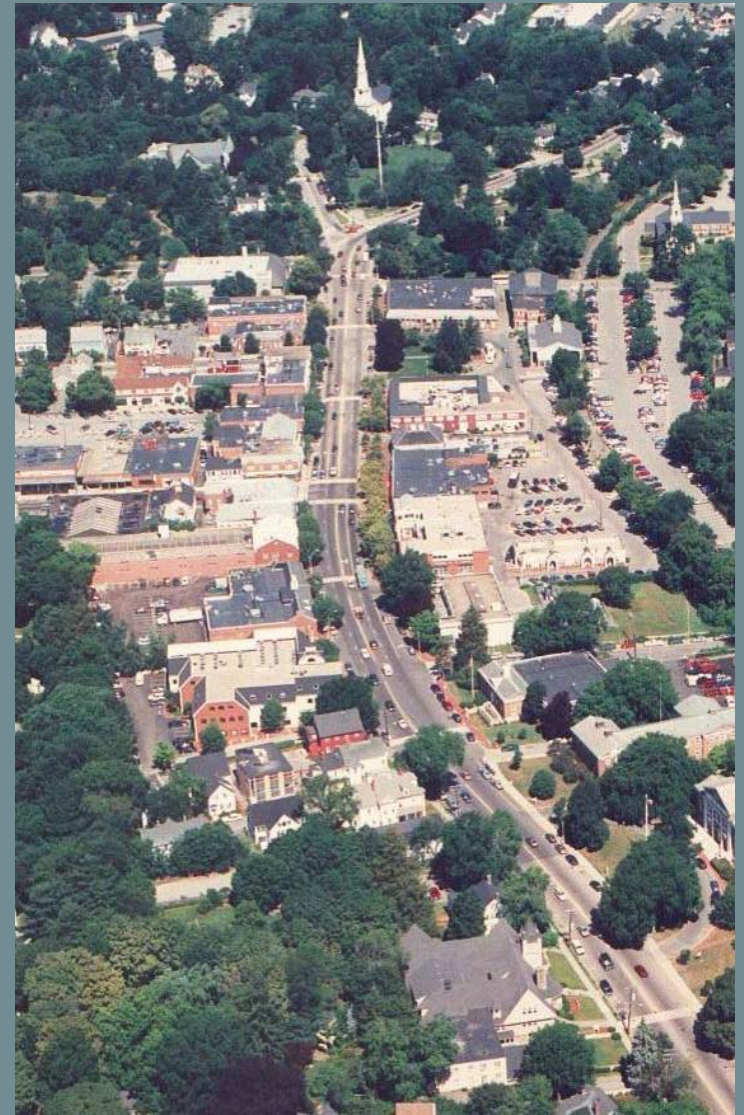
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Double-sided linear shopping area

- It must be easy to cross the street!
- Small blocks support this



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Single-sided linear shopping area

- Incomplete pedestrian circuit
- “Successful single loaded retail streets are rare¹”



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¹Ten Principles for Rebuilding Neighborhood Retail,  Urban Land Institute

3. Keep sidewalks basic, smooth and clean.

- Brick, granite, and “enhanced paving” are expensive
- “Enhanced paving” does not help businesses
- Stick to concrete sidewalks; accents optional
- Minimize curb-cuts
- Provide trash cans



4. Design for three distinct sidewalk zones.

- Street furniture and tree planting zone
- Sidewalk clear zone
- Supplemental zone/browsing zone

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5. Provide adequate parking, including on-street spaces.

- On-street spaces create the perception of parking
- Turnover is key for on-street spaces
- Parking must be close to shops (<400 feet)
- Shops must be visible from parking
- Parking must be easy to find
- Shared parking is vital



6. Pick the perfect street tree.

- Trees should shade and protect pedestrians from traffic
- Signage and storefronts should be visible
- Lack of “litter”
- 40 – 50 feet on-center



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*Trees allow
storefront views*

*Parking reduces
speeding*

8. Pump the right kind of traffic into downtown.

- Retail cannot succeed without traffic.
- Pedestrian-only streets fail 99.9% of the time.
- Through traffic provides little value



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9. Move cars at 25 mph or less.

- Slow speeds respect pedestrians
- 25 mph does not frustrate drivers if they are, in fact, moving
- Slow speeds allow drivers to see into storefronts



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