TRIPPING OVER TRANSPORTATION
ST. LOUIS GREAT STREETS INITIATIVE
Fundamentally, streets are public space. They do more than move cars.
**Why does an MPO care?**

- a reaction to construction of roadways that harm their communities

- and the narrowly defined process that forces that end result

- program is a carrot, not a stick
Put **People at the Center** of the Planning

*Expand the Way Communities Think* of Streets

*Trigger* **Economic and Social Benefits**

Create Interesting, Lively and **Attractive Places**

Serve **all Modes** of Transportation

Promote Meaningful **Community Participation**

Convene a **diverse team of planners**

**Work with Nature**
Design for the public realm

**Firmitas, Utilitas, Venustas**

build for lasting identity.

It has to work. Identify and address all functional needs.

create delight.
The Main Point . . .

The community defines what they want their place to be.  
1. Arm them with data to inform their vision.  
2. Facilitate a good discussion.

Coordinate all of the “systems” to achieve the community’s vision

- development
- open space
- environment
- transportation
- utilities
- governance
- etc.
- Are Great places
- Integrate land & transportation planning
- Accommodate all users and modes
- Are economically vibrant
- Are environmentally responsible
- Rely on current thinking
- Are measurable
- Develop collaboratively
- Are Great places
- Integrate land & transportation planning
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Tailor the fit:

**Market** - Commercial activity, Demographic data, Institutions

**Lay of the land** - Hydrology, Topography, Land use, Climate, Utilities

**Users** - Residents, Employees, Visitors, Passers by

**History** - Land use, Events
Focus on people and activity:

Accommodate Use

- Utilitarian, casual, & structured
- Avoid monoculture
- A variety of spaces

Foster Activity

- Attract a variety of people
  - Identity
  - Purpose
- Reasons to linger
  (amenity, activity)

Relegate support to back-of-house
(servicing, parking, etc.)
Are Great places

Integrate land & transportation planning

Accommodate all users and modes

Are economically vibrant

Are environmentally responsible

Rely on current thinking

Are measurable

Develop collaboratively
Driven by a Vision:

- Learn how the place is functioning - data
- Give that information to the community – **get them to define their vision**
- Use the vision to define goals and success
- Coordinate the “systems” of the place to achieve the vision
- Plan to expected volumes / desired speeds
- Protect placemaking through the process
- Embrace ecology as an asset
- Don’t forget governance and maintenance
- Are Great places
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Scales of Mobility:

To (or from)  Through  Within
Balance modal priority:

- **Every trip begins and ends with a walk.** There are moments to prioritize the pedestrian.
- Many streets are built for former needs
- **Balance the facilities to the actual uses**
  - Transit, automobiles, bicycles, pedestrians, freight / service
- Provide **seamless connections** between modes
  - Consider **practical parking**
    - for expected need and shared parcels
    - reserve prime locations for people space – not parking
- Minimize dangerous conflicts
8 to 80

Accommodate all people, regardless of ability.
☐ Are Great places

☐ Integrate land & transportation planning

☐ Accommodate all users and modes

☐ Are economically vibrant

☐ Are environmentally responsible

☐ Rely on current thinking

☐ Are measurable

☐ Develop collaboratively
Local economy:

All local “systems” should support the vitality of the place

Any dysfunctional system impacts the local economy

Healthy local economies make it easier to address other needs

Stewardship is key
- Are Great places
- Integrate land & transportation planning
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- Are measurable
- Develop collaboratively
Embrace Natural Systems:

Accepted science (predictable outcomes)

A range of issues

- water, light, sound, heat island, energy use, biodiversity, education, etc.

Makes practical sense

- Less resource-hungry
- Secondary benefits (ie: measures to improve air quality may also improve safety, etc.)
- Extended life cycle

Spaces better reflect local identity
Green design should be well integrated into any plan.

“Silo’d” green design is unsustainable.
- Are Great places
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Adapting best practices to local context

What might work
What won’t
What is tolerable
What is not
What does the community embrace?
Are Great places
Integrate land & transportation planning
Accommodate all users and modes
Are economically vibrant
Are environmentally responsible
Rely on current thinking
Are measurable
Develop collaboratively
Utility of measures:

They are essential for informed decision making.

It’s often impossible to track performance over time at the community scale – assume it won’t happen, but be accountable.
Using measures:

- The community **vision is the foundation**
- Define the relevant **array of topics**
- Clarify **specific goals**.
- **Quantify** the desired outcomes
- **Test alternatives**
  - do the predicted outcomes match up?
- **Communicate clearly**
  - are competing interests balanced?

**Measures are a tool to fit the plan to the community’s vision and goals.**
Metrics

Traffic Accident Rates

People's Level of Annoyance based on Decibel Level

Pedestrian Safety - Vehicle Impact Speed vs. Pedestrian Injury on South Grand Boulevard

Pedestrian Safety - Crosswalk Timing

Annual Energy Savings from Public Trees
Annual Benefits from Public Trees

Jobs per Acre in selected walkable areas
1. Outdoor Dining
2. Permeable Parking Lane
3. Rain Garden
4. Left-Turn Lane
5. Travel Lane/Bike Sharrow
6. Bus Shelter
7. Bus Stop
8. Accessible Parking Spaces
9. Permeable Concrete Sidewalk
10. Intersection Bulbouts
11. Proposed Street Trees
12. Street Lamp
13. Planting Area

Urban Heat Island
- Reduce peak temperature in streetscape environment by average of 5-7 degrees through low albedo materials, increasing planted areas and increasing tree canopy coverage.

Permeable Surfaces
- Increase opportunity for permeable surfaces from 2% to 10% of ROW by utilizing porous pavement, increasing planting areas and constructing rain gardens.

Streetscape Planting Area

Air Quality
- Reduce vehicle emissions by 50% by calming traffic by 15 mph, reducing stopping times and reducing traffic lanes.
- Are Great places
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- Are measurable
- Develop collaboratively
Combining local knowledge (residents, owners, workers, leaders, etc.) with technical expertise (multi disciplinary team):

Iterative feedback loops
Dual Emphasis:

The Process
- Multi-disciplinary
- Thorough conversation (community engagement)
- Rigorous and Methodical
- Raising expectations for next time . . .

The Product
- The Plan
- a Prepared and Motivated community
- Strategy for Implementation
- Momentum
Adaptable – Variety of Places, Patterns, and Roads

<table>
<thead>
<tr>
<th>Rural Preserve</th>
<th>Urban Zone</th>
<th>Suburban Zone</th>
<th>General Urban</th>
<th>Urban Core</th>
<th>Urban District</th>
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</thead>
<tbody>
<tr>
<td>LESS DENSITY</td>
<td>MORE DENSITY</td>
<td>PRIMARILY RESIDENTIAL USE</td>
<td>LARGE BUILDINGS</td>
<td>MORE HARDSCAPING</td>
<td>ATTACHED BUILDINGS</td>
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<tr>
<td>SMALLER BUILDINGS</td>
<td>PRIMARY HORIZONTAL USE</td>
<td>LARGEBUILDINGS</td>
<td>STOOPS &amp; ENTRANCES</td>
<td>ATTACHED FRONTAGES</td>
<td>ALIGNED FRONTAGES</td>
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<tr>
<td>MORE GREENSPACE</td>
<td>DETACHED BUILDINGS</td>
<td>VARIOUS FRONTAGES</td>
<td>DEEP SIDEWALKS</td>
<td>ROTATED FRONTAGES</td>
<td>VARIOUS FRONTAGES</td>
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<td>DEEP SETBACKS</td>
<td>SHALLOW SETBACKS</td>
<td>WOODEN BUILDINGS</td>
<td>GENERALY PITCHED ROOFS</td>
<td>SMALL YARD_SQ</td>
<td>LIVESTOCK</td>
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<tr>
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<td>BUILDING MOUNTED SIGNALS</td>
<td>DOMESTIC ANIMALS</td>
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<td>ROADS LINES</td>
<td>STREETS, WALKS</td>
<td>WALKWAYS</td>
<td>VARIOUS PARKING</td>
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<td>LARGER CURB RADIO</td>
<td>SHARED SPACE</td>
<td>SIDEWALKS</td>
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<tr>
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<td>VARIOUS SHRUBS</td>
<td>FLOWER BEDS</td>
<td>RANGED CURB</td>
<td>STAIR LIGHTING</td>
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<td>VARIOUS PLANTS</td>
<td>VARIOUS SPECIES</td>
<td>SINGLE TREE SPECIES</td>
<td>SINGLE TREE SPECIES</td>
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<td>LOCAL GATHERING PLACES</td>
<td>REGIONAL INSTITUTIONS</td>
<td>INFRASTRUCTURE</td>
<td>PLAZAS &amp; SQUARES</td>
<td>PLAZAS &amp; SQUARES</td>
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<td>PARCS &amp; GROUNDS</td>
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Alton
St. Charles
Build the process:

UPWP program staff

$ (grants, state DOT LP funds, etc.)

find your partners – peer planning agencies

Educate – raise awareness

Find the projects

ripe context
go where wanted
20% match and full participation
fit the scope to the resources

Works best when you’re helping a community do what it’s already working at.
Detailed plans
8-10 month process
Large project team
$300k – 1.1M

Strategic planning report
small team – no prime – limited role for consultants
4 day charrette centric
thin, utilitarian product
$60 - 90K

Technical Assistance
a-la-carte
as requested / as available
Detailed Plans:

**Sponsors:**
- **Local**
  - Identify the project
  - Provide match $ 
  - Support outreach and engagement
  - Co-manage the consultant team
- **EWG**
  - Procurement and contracts
  - Work scope
  - Co-manage the consultant team

**Consultants**
- Assess existing conditions
- Drive engagement process
- Develop / assess alternatives
- Refine preferred alternative
- Develop final plan & recommendations

<table>
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<th>Time Frame</th>
<th>Task</th>
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<tr>
<td>2-3 Months</td>
<td>Find the Project</td>
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<tr>
<td>2-3 Months</td>
<td>Select Consultant Team</td>
</tr>
<tr>
<td>8-9 Months</td>
<td>Manage the Work</td>
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Support implementation as requested
Strategic planning reports:

2-3 Months
Find the Project

2-3 Months
Select Consultants

3 months
Charrette based process

2 months
Produce report

Support implementation as requested

Sponsors:
Local
Identify the project
Match $
Engagement
Host the charrette
Co-manage consultant team
Co-author the report

EWG
Procurement and contracts
Work scope
Co-manage consultant team
Co-author the report

Consultants:
(4 individuals, no prime)
Assess existing conditions
Participate fully in 4 day charrette
Deliver white papers
Review / edit draft report
Technical assistance:
(for those acting independently or wanting to use the program)

Goals / project / scope definition
  relevant issues, players, geography
Engagement strategies
Application assistance
Capacity assessment
  planning, implementation, stewardship
Consultant scoping / selection
Project participation
Paul Hubbman
314 421-4220
www.ewgateway.org

“transportation” pull down
click on “Great Streets”