TRIPPING OVER TRANSPORTATION

ST. LOUIS GREAT STREETS INTIATIVE

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

Vitruvius

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.

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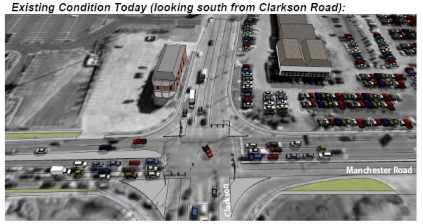
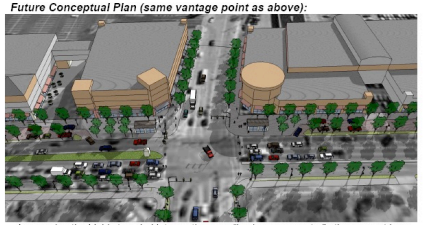
Existing Condition Today (looking south from Clarkson Road):

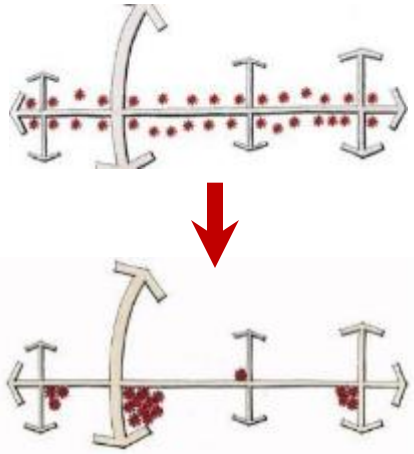


Massive parking lots and auto-oriented development dominate the existing intersection of Manchester and Clarkson, particularly on the south side of the node.

Future Conceptual Plan (same vantage point as above):



Leveraging the highly traveled intersection as a "business generator", the concept here shows a half multi-way boulevard conversion on the south side of Manchester Road to allow patrons to easily access the hot new businesses via the access and parking lane separated from the through traffic by a median and street trees. Future development would be primarily commercial/retail around the node itself, with mixed residential and office on the edges.



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- 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**

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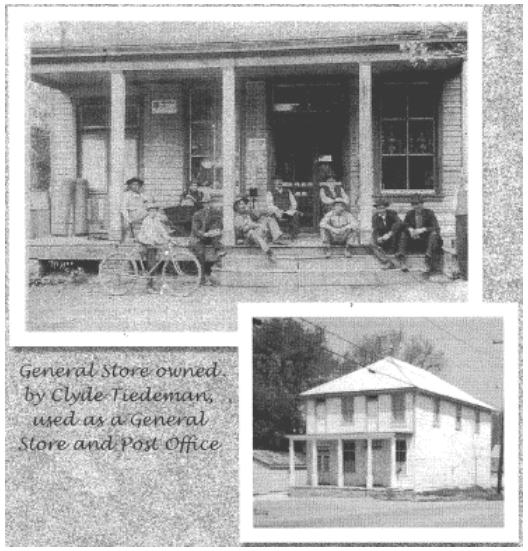
Tailor the fit:



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.)

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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

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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.

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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

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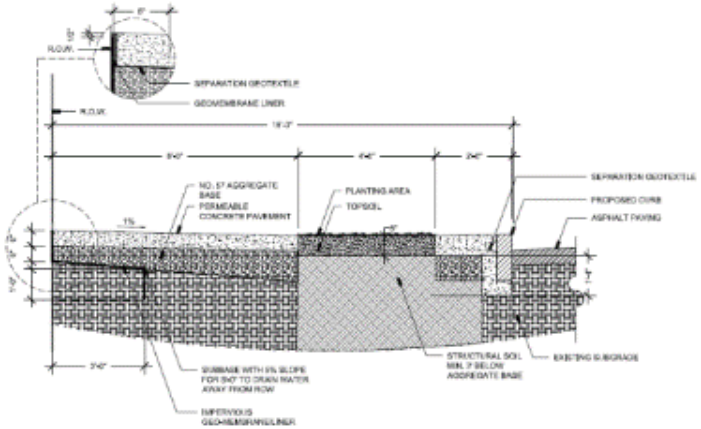
Embrace Natural Systems:



Accepted science (predictable outcomes)

A range of issues

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

Makes practical sense

- Less resource-hungry
- 2nd ary 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.

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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?

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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**.

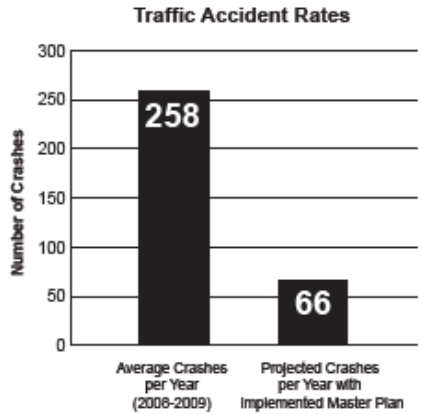
Quantify the desired outcomes

Test alternatives
do the predicted outcomes match up?

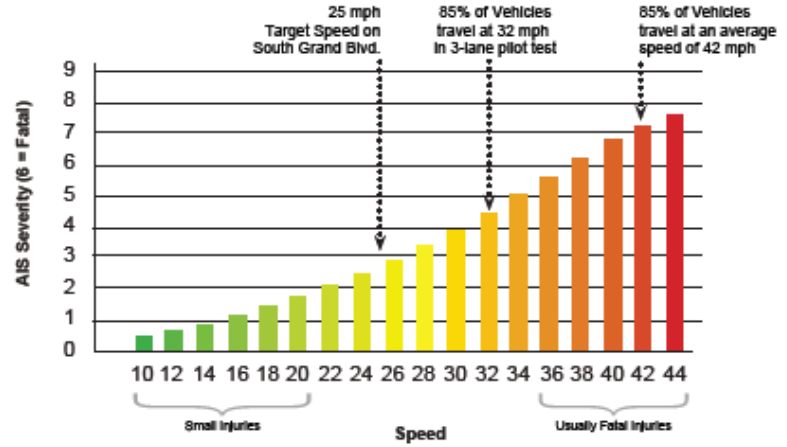
Communicate clearly
are competing interests balanced?

Measures are a tool to fit the plan to the community's vision and goals.

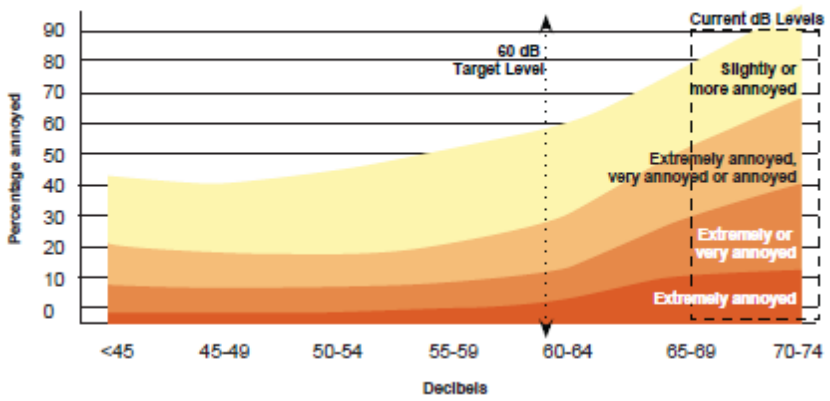
Metrics



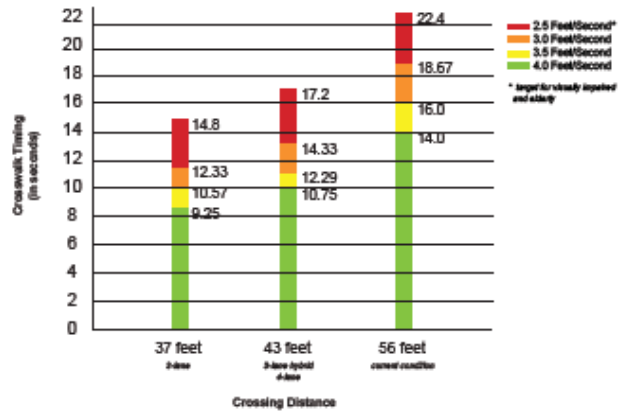
Pedestrian Safety - Vehicle Impact Speed vs. Pedestrian Injury on South Grand Boulevard

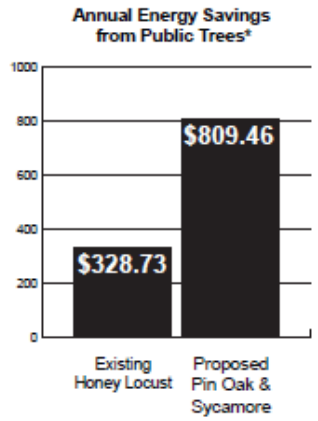


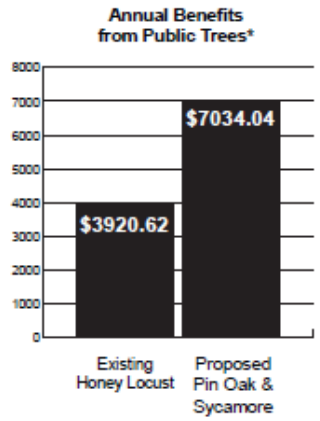
People's Level of Annoyance based on Decibel Level

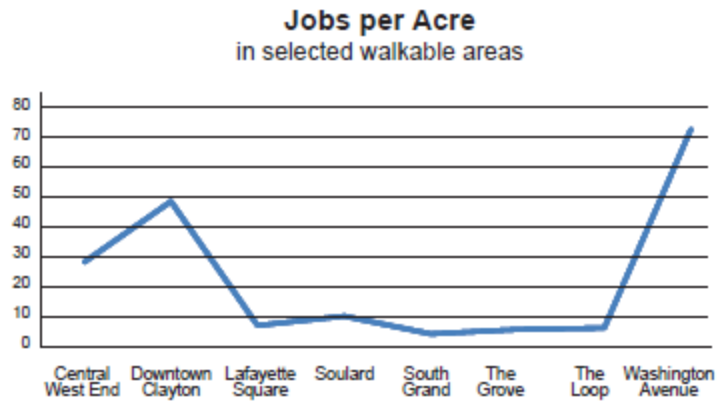


Pedestrian Safety - Crosswalk Timing



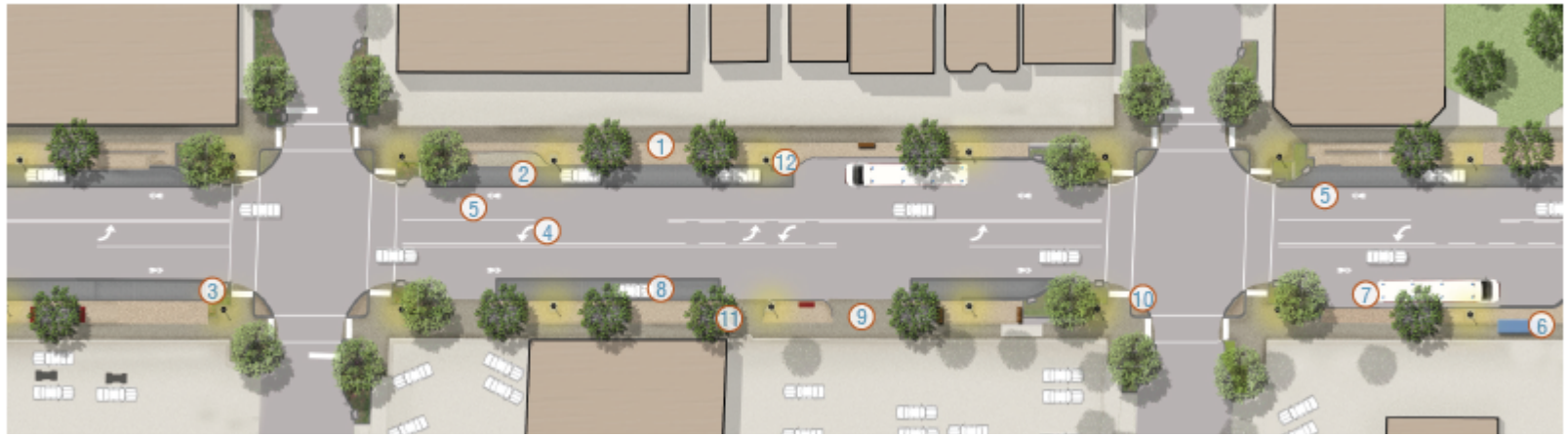


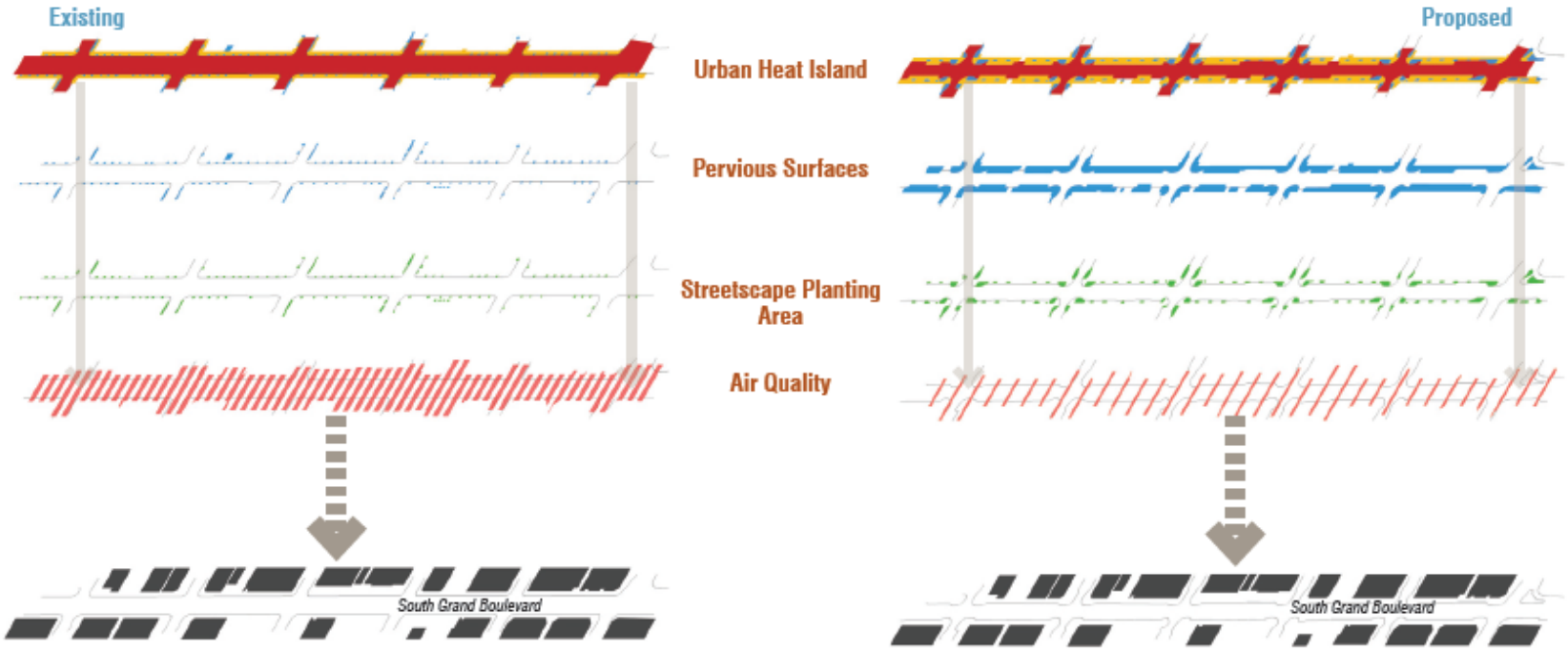




Typical Block Plan

1. Outdoor Dining
2. Pervious Parking Lane
3. Rain Garden
4. Left-Turn Lane
5. Travel Lane/Bike Sharrow
6. Bus Shelter
7. Bus Stop
8. Accessible Parking Space
9. Pervious Concrete Sidewalk
10. Intersection Bulbout
11. Proposed Street Tree
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.

Pervious Surfaces
Increase opportunity for pervious surfaces from 2% to 50% of ROW by utilizing porous pavement, increasing planting areas and constructing rain gardens.

Planting Areas
Increase opportunity for streetscape planting areas from 2% to 15% of ROW by narrowing South Grand Boulevard and creating bulbouts for rain gardens.

Air Quality
Reduce vehicle emissions by 50% by calming traffic by 15 mph, reducing stopping times and reducing traffic lanes.

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Combining local knowledge (residents, owners, workers, leaders, etc.) with technical expertise (multi disciplinary team):

Iterative feedback loops

Dual Emphasis:

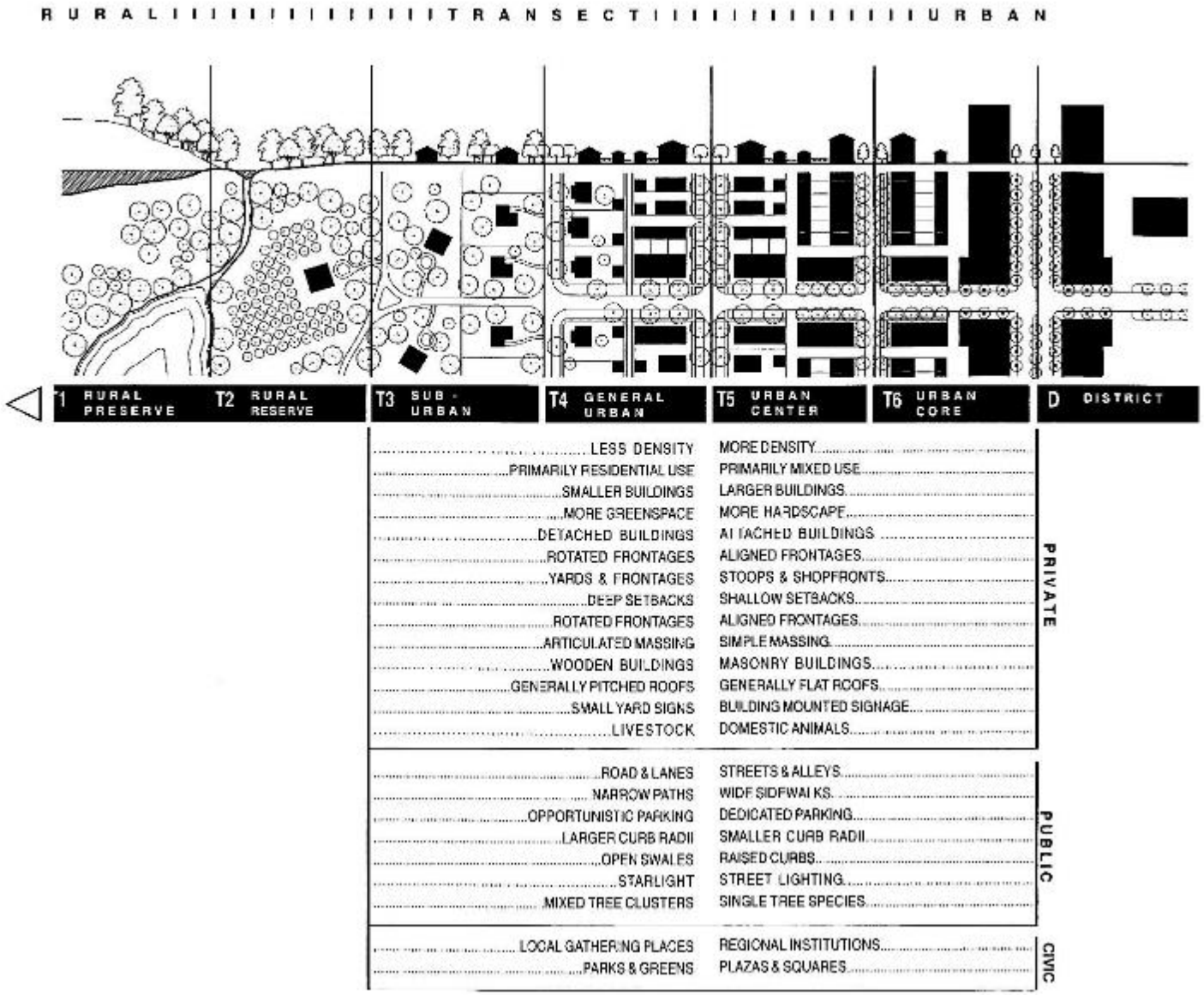
The Process

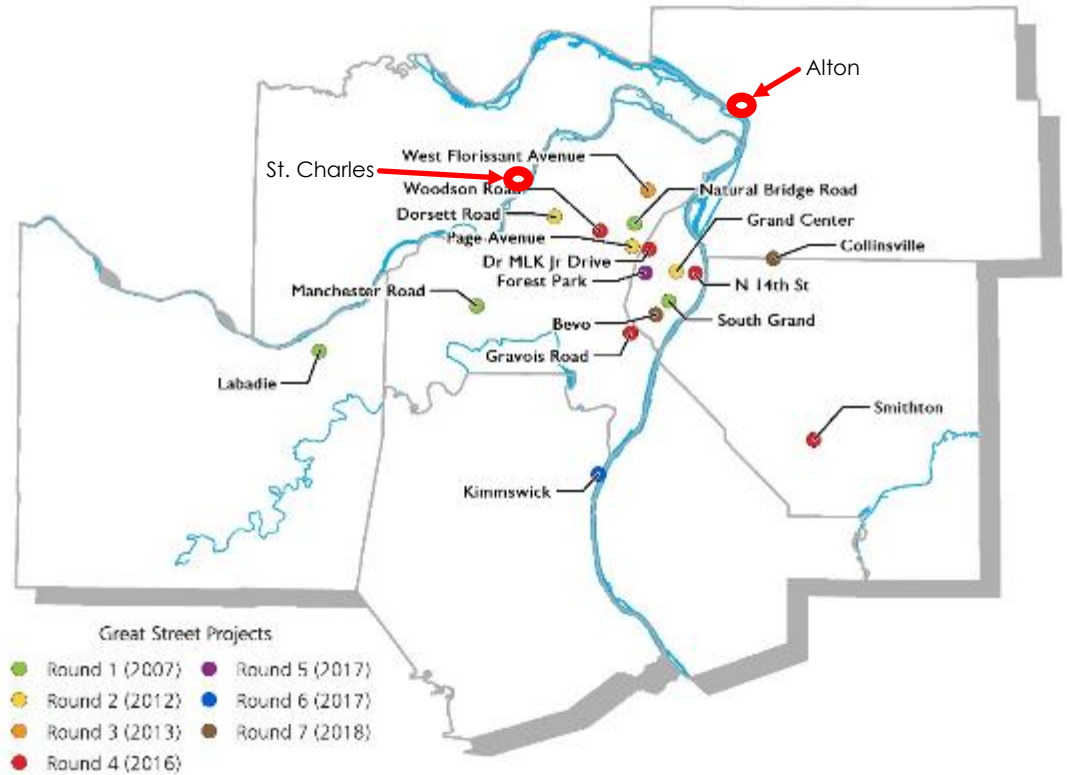
- Multi-disciplinary
- Thorough conversation (community engagement)
- Rigorous and Methodical
- Raising expectations for next time . . .

The Product

- The Plan
- a Prepared and Motivated community
- Strategy for Implementation
- Momentum

ADAPTABLE – VARIETY OF PLACES, PATTERNS, AND ROADS





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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.

Scalable assistance

- 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

Strategic planning reports:

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

EAST-WEST GATEWAY
Council of Governments

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www.ewgateway.org

"transportation" pull down
click on "Great Streets"