

# Big Streets: An Integrated Place-Based Approach

Ellen Greenberg



# Big Streets: An Integrated Place-Based Approach

Addressing Mobility, Urban Design and Land Use in Arterial Planning and Management

release 1.0

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# How did we get here?





# The Conventional Approach: What We're Used To

## Functional Classification of Streets

- Local
- Collector
- Arterial



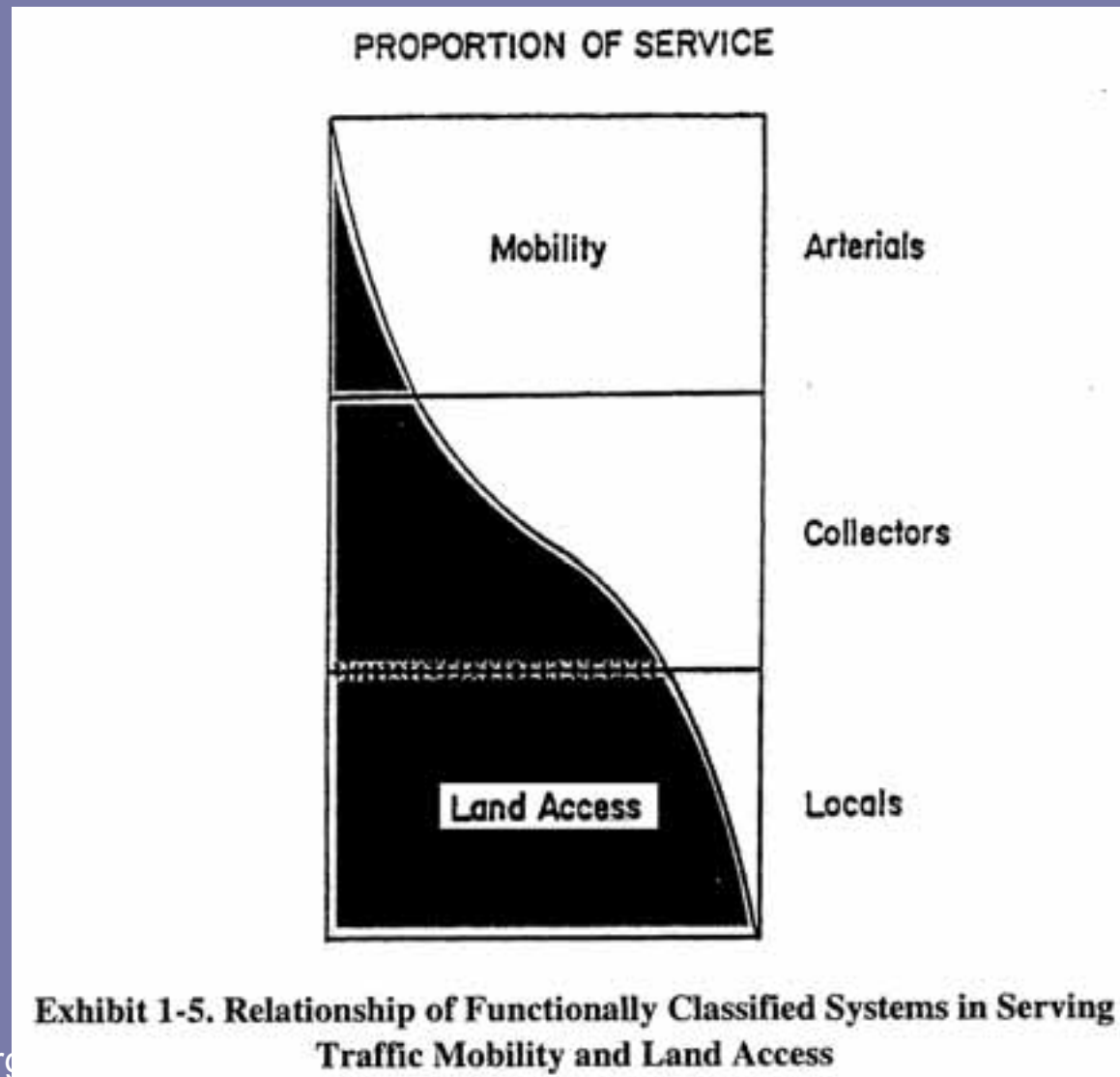
# The Conventional Approach: What We're Used To

## Functional Classification of Streets

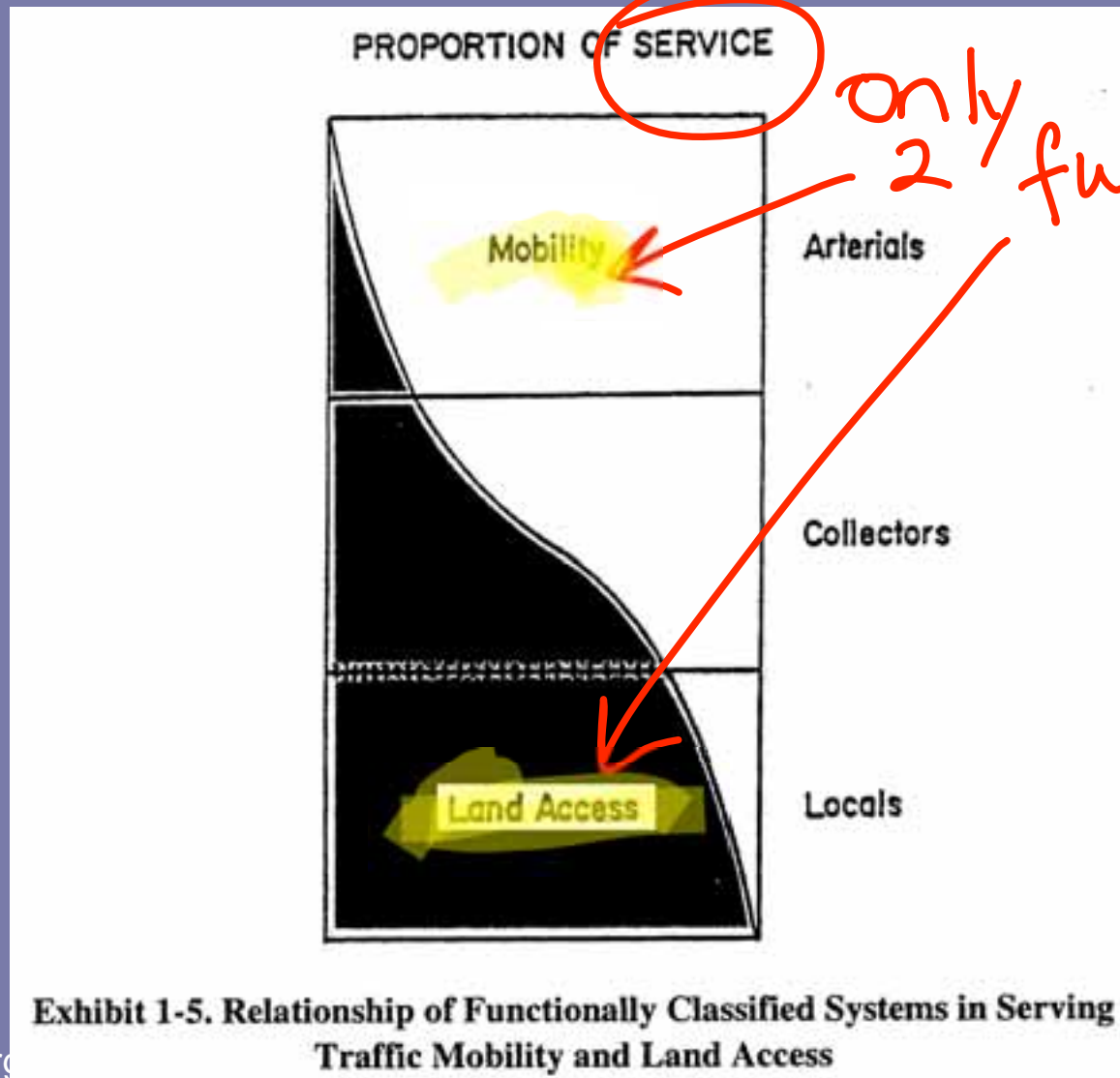
- Local
- Collector
- Arterial →



# The Conventional Approach



# The Conventional Approach



only 2 functions?

But...





just look at what else  
happens on streets!

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# Streets are Settings

For...

- Movement
- Play
- Culture
- Commerce
- Spectacle
- Democracy

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# Streets are Settings

For...

- Movement
- Play
- Culture
- Commerce
- Spectacle
- Democracy

Life!





# Streets are Settings

For...

- Movement
- Play
- Culture
- Commerce
- Spectacle
- Democracy

So....

- 
- How can we improve our approach to planning streets to recognize these many important functions?

# Two New Approaches

## **ITE Recommended Practice**

- Uses Functional Class
- Adds Thoroughfare Type
- Context Zones convey place-based information

## **Integrated Place-Based Approach**

- Maintains functional class for funding purposes
- Addresses thoroughfare design and management as part of place

# **ITE Recommended Practice** ***Context Sensitive Solutions in*** ***designing Major Urban*** ***Thoroughfares for Walkable*** ***Communities***

- Uses Functional Class
- Adds Thoroughfare Type
- Place-based information conveyed with context zones

# ITE: Thoroughfare Type and Functional Class

Functional Classification	Thoroughfare Types					
	FREEWAY/EXPRESSWAY/ PARKWAY	RURAL HIGHWAY	BOULEVARD	AVENUE	STREET	RURAL ROAD ALLEY/REAR LANE
PRINCIPAL ARTERIAL						
MINOR ARTERIAL						
COLLECTOR						
LOCAL						



# Functional Classification in Thoroughfare Design

- Function and role in the network
  - Continuity
  - Trip purpose and length
  - Level of land access
  - Type of freight
  - Types of public transit
- Design controls
  - Design speed for sight distance
  - Horizontal and vertical curvature

# Thoroughfare Type in Design

- Design criteria
  - Target speed (desirable operating speed)
- Physical configuration
  - With surrounding context
- Dimensions for:
  - Roadside
  - Traveled way
  - Intersections

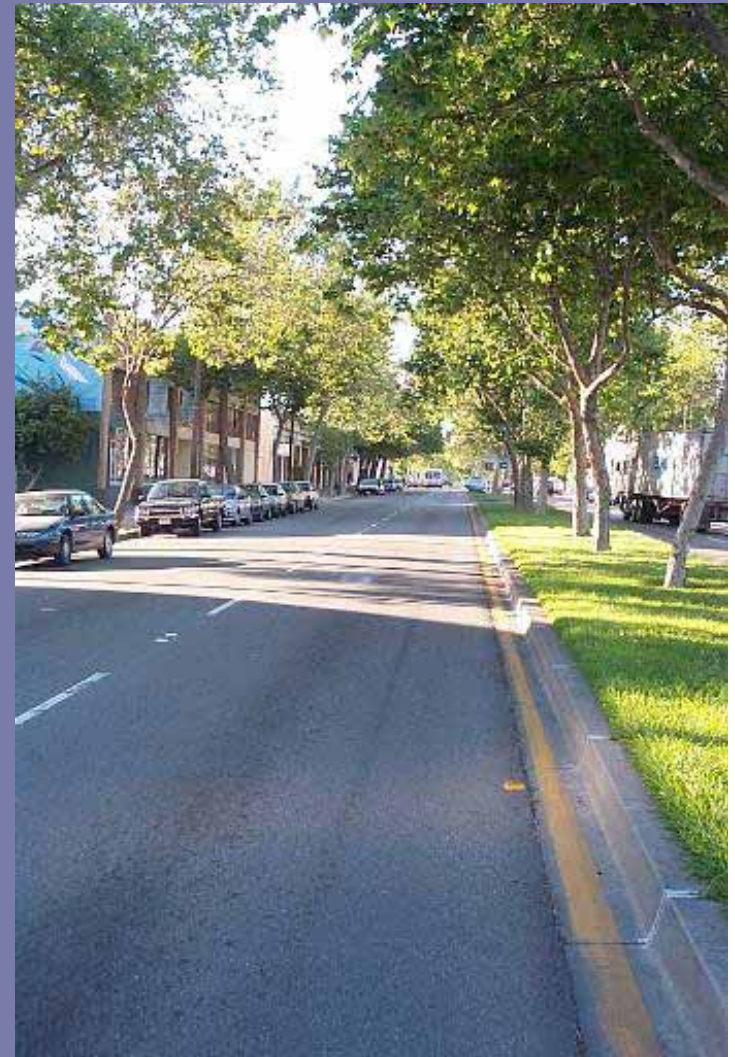
# Thoroughfare Type Characteristics

Urban Thoroughfare Type	Number of Through Lanes	Design Speed (mph)	Operating Speed (mph)	Intersection Spacing [1]	Transit Service Emphasis	Median	Driveway Access	Curb Parking	Pedestrian Facilities [2]	Bicycle Facilities	Freight Mvmt. [3]
FREEWAY	4 to 6+	50-70	45-65	1 to 2 miles	Express	Required	No	No	No	Optional Separated Pathway	Regional Truck Route
EXPRESSWAY/PARKWAY	4 to 6	50-60	45-55	1/2 to 1 mile	Express	Required	No	No	Optional Separated Pathway	Optional Separated Pathway	Regional Truck Route
BOULEVARD	4 to 6	35-40	30-35	660 to 1,320 feet	Express and Local	Required	Limited	Optional	Sidewalk	Bike Lanes or Parallel Route	Regional Truck Route
MULTIWAY BOULEVARD	4 to 6	30-40 (20 in access roadway)	25-35	660 to 1,320 feet (400 to 660 feet for access lanes)	Express and Local	Required	Yes from access lane	Yes on access roadway	Sidewalk		Regional Route/Local deliveries only on access roadway
AVENUE	2 to 4	30-35	25-30	300 to 660 mile	Local	Optional	Yes	Yes	Sidewalk		Local Truck Route
STREET	2	30	25	300 to 600 feet	Local	Optional	Yes	Yes	Sidewalk		Local Deliveries Only
ALLEY/REAR LANE	1	10	5	Not Applicable	None	No	Yes	No	Shared	Shared	Local Deliveries Only

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# Avenue

- Arterial or collector (4 lanes max)
- Target speed (30 to 35 mph)
- Land access
- Primary ped and bike route
- Local transit route
- Freight - local deliveries
- Optional raised landscaped median
- Curb parking







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# Street

- Collector or local street (2 lanes)
- Target speed (25 mph)
- Land access primary function
- Designed to:
  - Connect residential neighborhoods
  - Connect neighborhoods with commercial districts
  - Connect local streets to arterials
- May be commercial main street
- Emphasizes curb parking
- Freight restricted to local deliveries





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# Multi-way Boulevard

- Characterized by:
  - Central roadway for through traffic
  - Parallel roadways access abutting property, parking, and pedestrian and bicycle facilities
  - Parallel roadways separated from the through lanes by curbed islands
- Require significant right-of-way
- Special treatment of intersections



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# Thoroughfare Examples

- Street in urban center context



# Thoroughfare Examples

- Boulevard in general urban context



# Thoroughfare Examples

- Boulevard in urban core context





# Thoroughfare Examples

- Avenue  
in  
suburban  
context





# Thoroughfare Examples

- Avenue in urban center context



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# Integrated Place-Based Approach

## Intent

- Improve mobility and place-making through design, land use regulation and management
- Tailor approach to place
- Establish a system that helps guide community funding, development policy, design and operational decisions
- Maintain functional class for funding purposes

# Making a Place-based System

1. Move conventional functional classification to the background
2. Imagine an alternative...

# 1. Move Conventional Functional Classification to the Background

- **LOCAL**
- **COLLECTOR**
- **ARTERIAL**

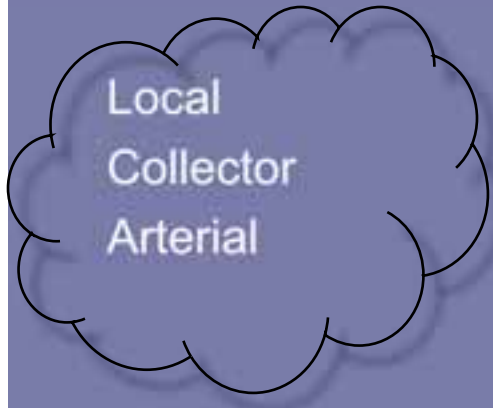


# 1. Move Conventional Functional Classification to the Background



Local  
Collector  
Arterial

## 2. Imagine an Alternative that will:

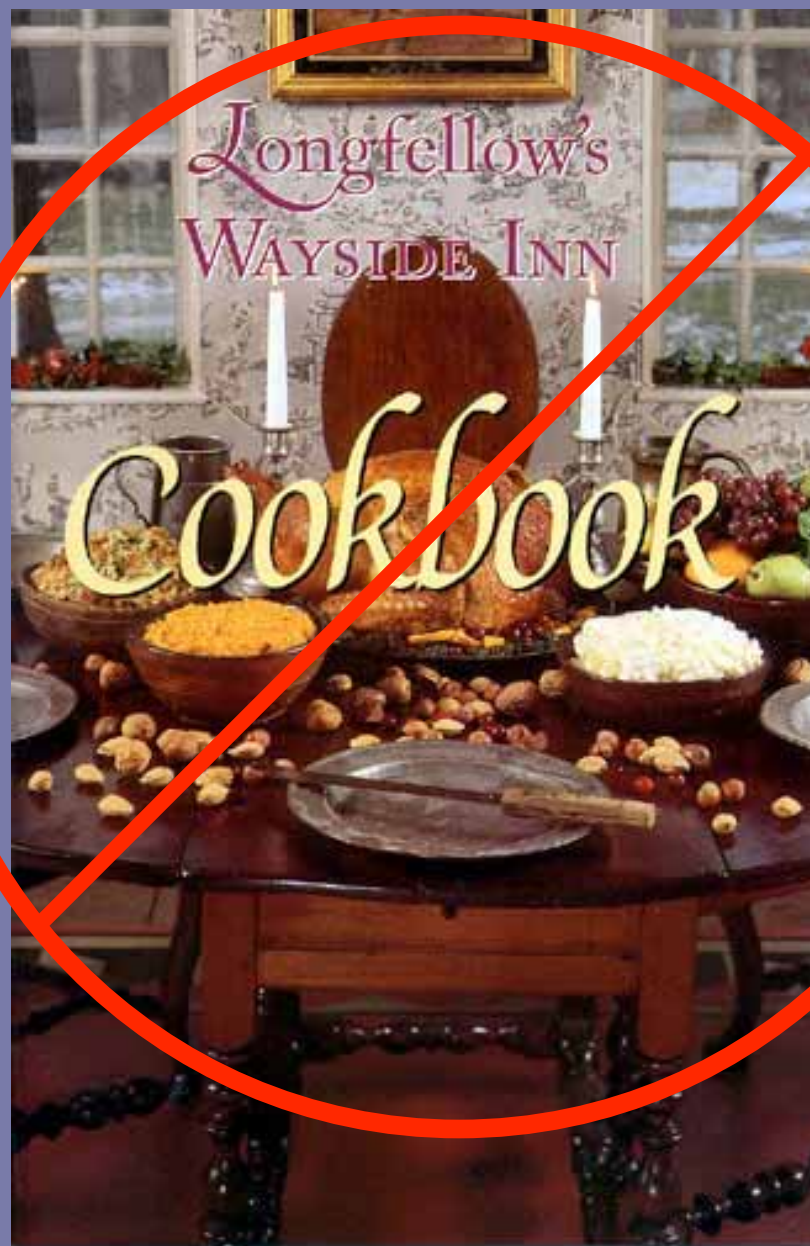


1. Address the structure of the City
2. Be tailored to your community
3. Help make design, programming and management decisions for major streets
4. Communicate information about place, vision, and change
5. Pay close attention to mobility issues

# Making an Integrated Place-based System: Ingredients

1. Land Use (activity mix)
2. Mobility
3. Urban Design
4. Ecological functions  
(emerging priorities)





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# For Community Consideration



- Community values, necessities and needs
- Possibilities for arterial corridors
- Features that are particular to your place
- Best future combination of land use, design and mobility characteristics

# Example: Los Angeles Westside

- Mature, built out urban area with very strong housing market
- Expanding network of transit services
- Regional plan (“Compass Blueprint”) including arterial strategy
- Interest in evolving arterials into livable boulevards

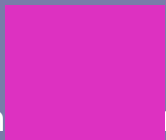
# Locally-defined Segment Types (example)



Urban Living



Hybrid Districts



World City





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# Urban Living

# Urban Living

## - land use -



- Corridor Housing
- Local-serving shops and services
- Schools and parks nearby
- Small-scale offices

# Urban Living

## - urban design -

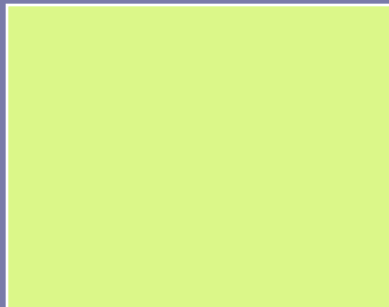


- Building fronts and primary entries oriented to street
- Pedestrian scale design detail
- Consistent street wall
- Single-use segments (e.g. housing, office) limited in length for walkability
- Few curb cuts





# Urban Living -mobility-



- Speeds not greater than 25 mph
- Transit with closely-spaced stops & access to regional transit
- Curb parking
- Connectivity with adjoining neighborhoods
- Highest quality pedestrian realm
- Bike circulation



# Urban Living

## - urban design -



- Building fronts and primary entries oriented to street
- Pedestrian scale design detail
- Consistent street wall
- Single-use segments (e.g. housing, office) limited in length for walkability
- Few curb cuts

# Urban Living - Ecology -



- Urban forest: shade, habitat and water quality functions
- Drainage...
- Street cleaning...
- Trash and recycling



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# Hybrid Districts

# Hybrid Districts

## - land use -



- Shopping Centers
- Business Park / R&D
- Warehouse / Industry
- Protected residential (i.e. housing units backing on street with substantial landscape buffer)
- Large-footprint institutional uses (e.g. hospitals)



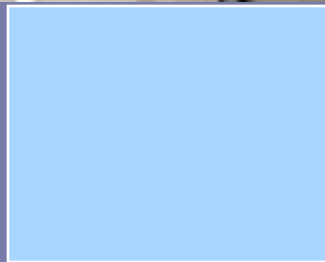


# Hybrid Districts

## - design -

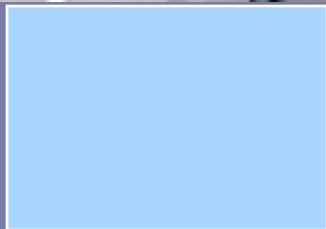


- Main entries and doors do not orient to street
- On-site parking (surface or structure)
- Building massing and design detail at auto scale
- High-quality landscaping
- Clear and safe routes for pedestrians



# Hybrid Districts

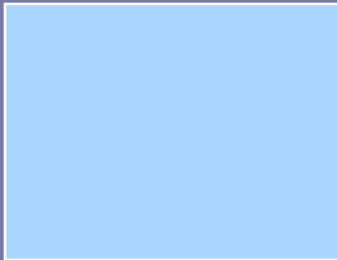
## - mobility -



- Emphasis on longer-distance movement of cars & freight
- Transit with widely-spaced stops and high operating speeds
- Vehicle speeds up to 40 mph
- No curb parking
- Access control
- Pedestrian safety

# Hybrid Districts - Ecology-

...[needs to be  
developed]



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# World City



# World City

## - uses -



- Unique Activities
- Visitor Attractions
- International Destination Shopping and Dining
- Headquarters and signature employment
- Defining Natural Features



# World City - design -



- Building facades that provide sense of entrance and excitement
- Main entries and windows directly onto sidewalk
- Mix of conventional and unusual architectural forms
- Minimum surface parking
- High-quality urban open spaces and streetscape



# World City - mobility -



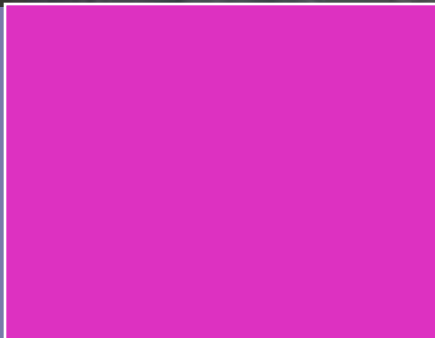
- Longer-distance and local transit
- Comfortable pedestrian realm
- Protect adjoining neighborhoods (low connectivity)
- Abundant signage
- Custom streetscape
- Moderate speeds
- Few driveways



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# World City - ecology-

...[needs to be  
developed]



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# Boulevard Classifications

## Summary of Example

### Urban Living

The arterial is a piece of a highly-accessible neighborhood where many short trips are made on foot or by transit

### Hybrid Districts

The arterial and surrounding properties are poorly integrated; vehicle movement dominates the arterial, pedestrian circulation is primarily on-site

### World City

The arterial and surrounding properties are well integrated and reflect high level of longer-distance travel and pedestrian circulation primarily along the arterial and on-site at major activity centers

# For Community Consideration



- Community values, necessities and needs
- Possibilities for arterial corridors
- Features that are particular to your place
- Best future combination of land use, design and mobility characteristics