

Back to the Future

Great Streets for America



Norman W. Garrick

University of Connecticut

To be able to move about easily and confidently,
to be able to linger,
to be able to take pleasure in spaces and city life,
and to be able to meet and get together with other people
these are fundamental to good cities today, as in the past

Jan Gehl, Life between Buildings

Broadway, Chicago



Three Rules for Good Streets

1. Good streets function as part of a **complete network of streets** of different types and functions
2. Good streets are **safe and comfortable for all users**
3. Good streets are **places** never just conduits for travel

1. The Network



Connecticut Ave

Pierre L'Enfant's
Washington, DC

Dupont Circle



James Oglethorpe's
Savannah, GA

GA



Anywhere America

Atlanta, GA

The street network serves as the bones of the city



The framework on which
everything else depends

A pretty street without a proper street network



... is like an ϵ ... or a bike with only one gear

Who is in charge of creating the street network for today's cities?

Today there is **nobody** professionally charged with determining what the street network should look like

We have abandoned this important task to the happenstance of where the highways are routed and the whim of individual developers

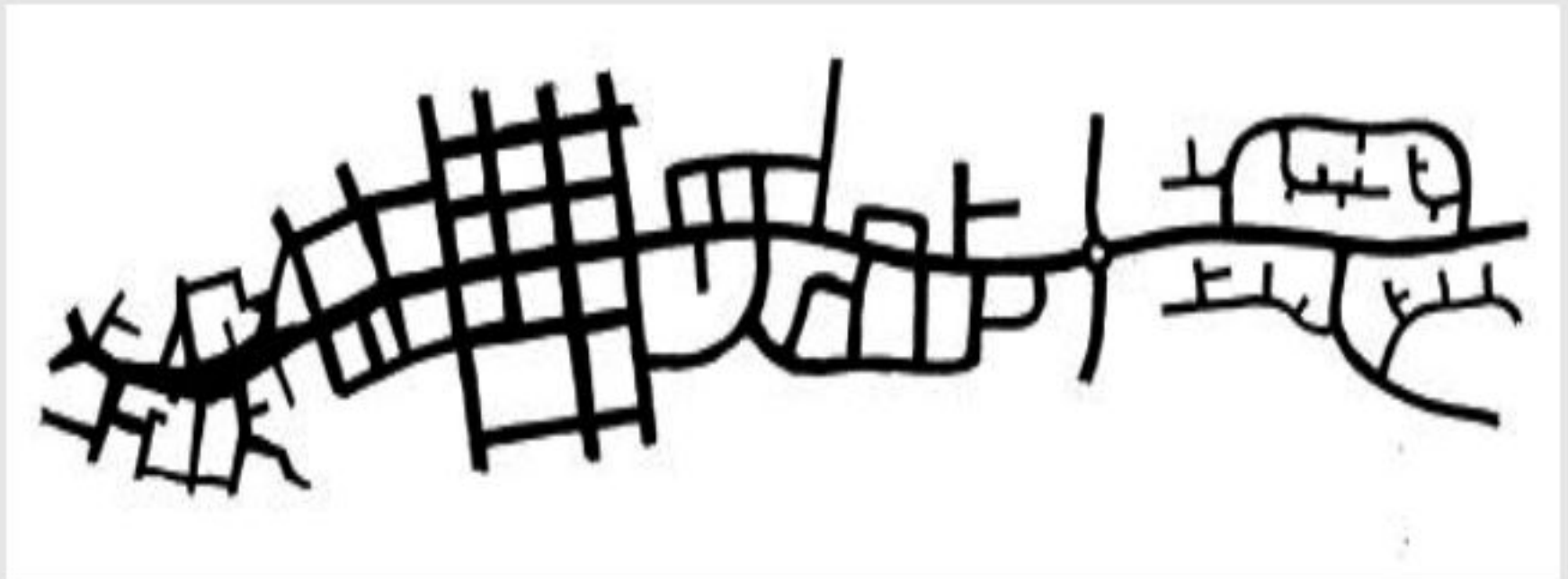


Red sign on utility pole

NO PARKING

NOW OPEN

The Evolving Street Network



1400

1900

1950

1970

Adapted from Stephen Marshall, Street Patterns

Dead-worm Subdivision
Long, winding roads that go nowhere.

Delores Hayden, Field Guide to Sprawl



Zoomburg

A place growing even faster than a boomburg.

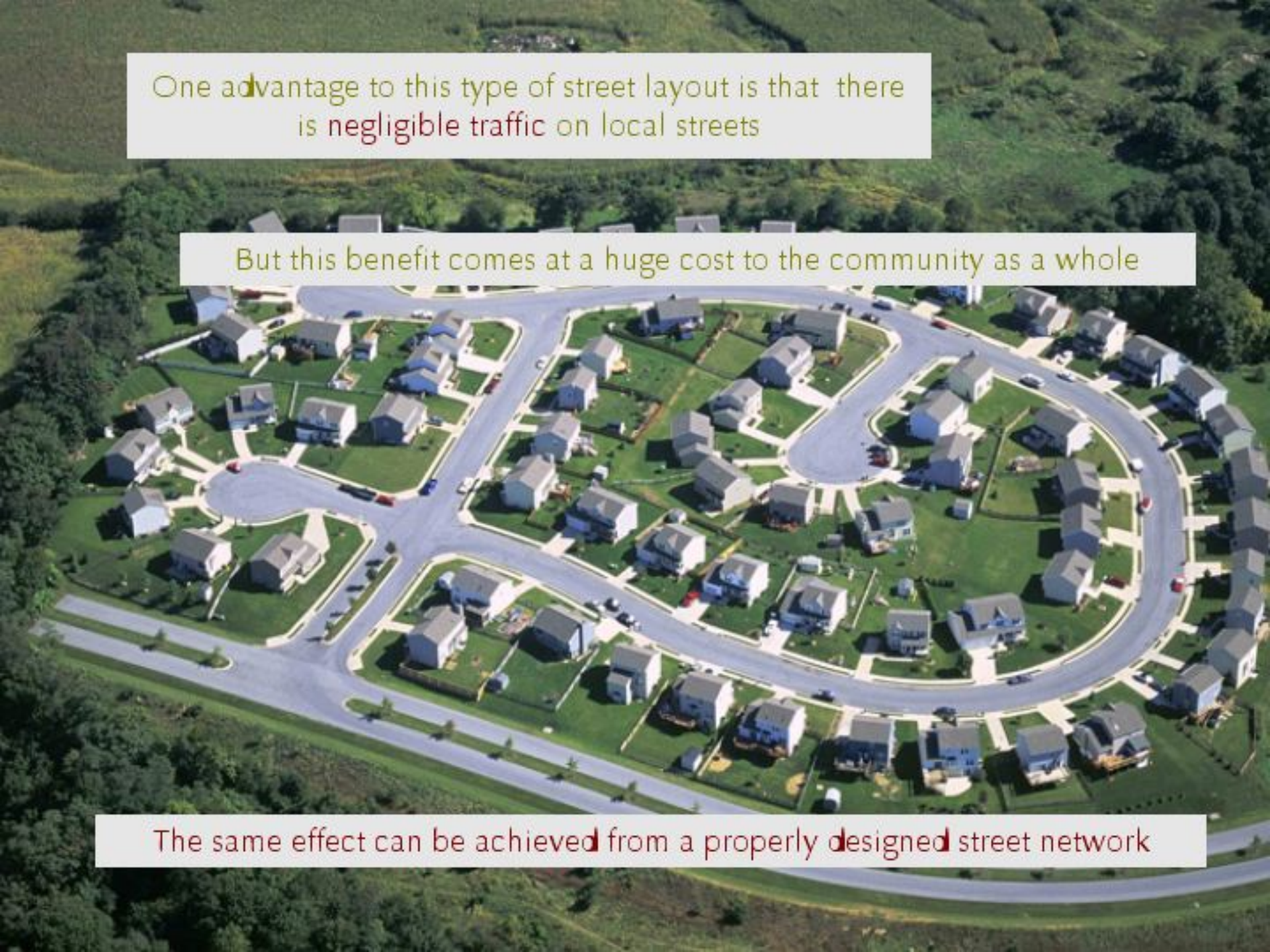
Delores Hayden, Field Guide to Sprawl
(Jim Wark, Ariel Photos)



One advantage to this type of street layout is that there is negligible traffic on local streets

But this benefit comes at a huge cost to the community as a whole

The same effect can be achieved from a properly designed street network



Paying the Piper

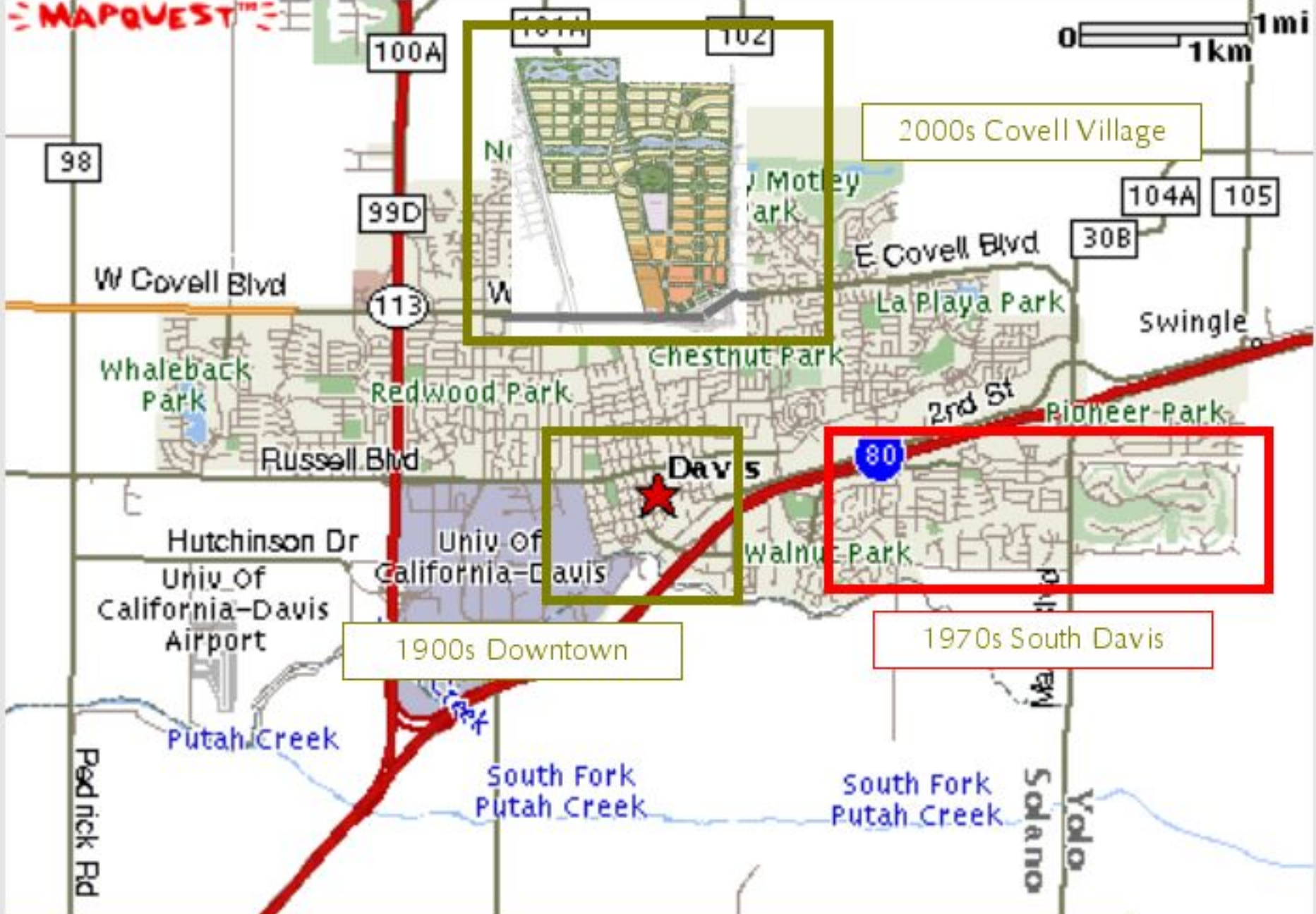
An aerial photograph of a suburban residential development. The foreground and middle ground are dominated by a large, circular residential complex with concentric streets and numerous houses. The surrounding area includes agricultural fields, some industrial buildings, and a highway. The sky is clear and blue.

Inefficient traffic flow

Fractured, formless urban fabric

Monochromatic places and economic arrangements

Walking, biking, transit rendered ineffectual as transportation



Expanding the City in Davis, CA

The Old Way of Network Design



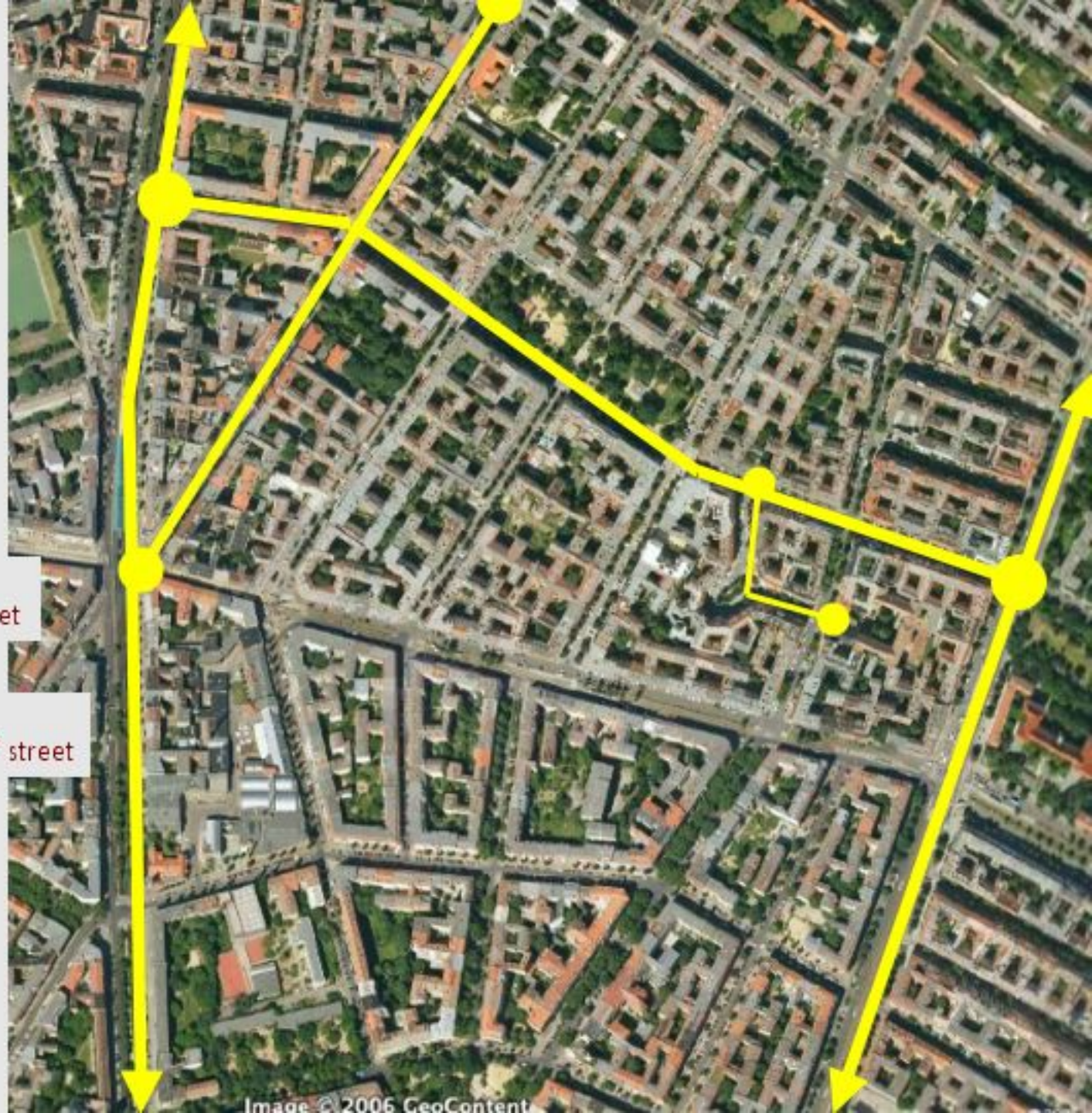
The old style street networks worked well because each street was carefully designed for its specific mix of functions

Primarily residential streets were designed so that they would get relatively little traffic

Streets differed not only in terms of their cross-section, but also by their location in the network and their continuity



The Streets of Prenzlauer Berg



Schoenhauser Allee
The main street

Prenzlauer Allee
The second main street

Pappelallee
A neighborhood shopping street

Raumerstrasse
A neighborhood "living room" street

Goehrener Strasse
A residential street

Schoenhauser Allee
The main street



Schoenhauser Allee
The main street





Schoenhauser Allee
The main street



Raumerstrasse

A neighborhood 'living room' street



Greienhagener Strasse

A residential street



2. Street Serve all Types of Users

Serving Different Modes of Travel



Streets bring together people, places and things

They work best when they integrate rather than segregate different modes of travel

They must tie the city together: they must never be separators





Not all users are created equal



There is a strong argument for giving priority to non-motorized travelers

Why?

1. They are cheaper to serve
2. They are much more efficient
3. They don't pollute
4. They don't deplete resources
5. They don't take up so much space
6. They are not armored
7. They tire more easily
8. They bring life, energy and vitality to cities



Speed is Critical



3. Streets are Places

Streets are Places



Streets are perhaps the most influential civic spaces we have

They are paramount in shaping our sense of place and civic pride

Street design must reflect this reality and create streets that support the needs of a city

The street should serve the city, not the other way around





St. Nikolai-Str.



This gets back to
the question of ..

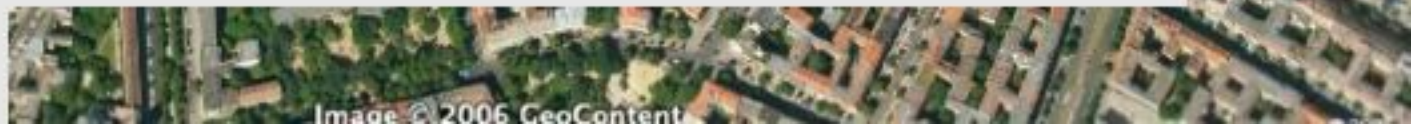
**What is
transportation for?**



Good streets support

- **Economic vitality**
- **Social interaction**
- **Quality of life**
- **Health**
- **Provide access**

But mobility must not trump all other functions of a street



TU 9:45

COMING SOON
HOOPS
THE RESTAURANT BAR
1120 W. WASHINGTON ST. CHICAGO, IL 60607
773.462.8888
OPENING AUG. 1, 2008



STOP

ALL WAY

CLEANERS

773-525-5188



COMING FALL 2009
LVAC
773-529-2024
WWW.LVACONLINE.COM



PRESA & OFICE
OJENS
SEP 14 2017

WAY
←

STOP

UNIVERSAL JEWELLERS
GOLD & SILVER JEWELLERY
GOLD FILLED JEWELLERY
GIFTS-WATCHES-REPAIRS
RADIOS-TV-COMPONENT SETS
SMALL APPLIANCES

ERR
R
E
S

WESTERN
UNION

KFC

KFC



What is a Great Street?

This question is really embedded
in a larger context

What is transportation for?



Lewis Mumford, The Highway and the City

Transportation is *for* creating and sustaining
Strong, Vibrant, Healthy Communities

Great streets create great cities

- Re-urbanism