

Alpine Avenue
Design Charrette
July 23
2015

Agenda:

08:35-10:30	Project Inspiration
10:30-10:45	Break
10:45-12:30	Design Principles
12:30-01:00	Lunch
01:00-03:00	Opportunities and Constraints

Project Inspiration

Shared Streets Defined

Examples

Design Elements

What is shared space
in street design?

Definition

- **Shared space** is an urban design approach which seeks to minimize demarcations between vehicle traffic and pedestrians, often by removing features such as curbs, road surface markings, traffic signs, and regulations.
- The origin of term is generally linked with the work of the late Dutch traffic engineer Hans Monderman, who pioneered the method in the Dutch province of Friesland



Philosophy

- Improve the road safety and vitality of roads by encouraging **negotiation of priority** in shared areas between different road users. Shared space is a "design approach rather than a design type characterized by standard features".



Philosophy

- An individual's **behavior** in traffic is more positively affected by the **built environment** of the public space than by conventional traffic control devices and regulations.



Philosophy

- "We're losing our capacity for **socially responsible behavior**...The greater the number of prescriptions, the more people's sense of personal responsibility dwindles" (Hans Monderman)



Philosophy

- "When you don't exactly know who has right of way, you tend to seek eye contact with other road users. You automatically reduce your speed, you have contact with other people and you take greater care." (Hans Monderman)



Philosophy

- Potential positive effect on road safety, traffic volume, economic vitality, and community cohesion where a user's behavior becomes influenced and controlled by natural human interactions rather than by artificial regulation.

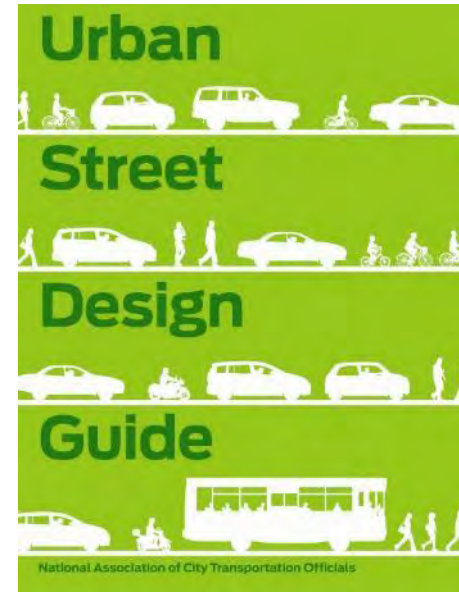


United Kingdom

- The Department for Transport's "Manual for Streets" reports that "subject to making suitable provision for disabled people, shared surface streets are likely to work well where the volume of motor traffic is below 100 vehicles per hour (vph)(peak)"

United States

- A commercial shared street environment should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged.
- National Association of City Transportation Officials

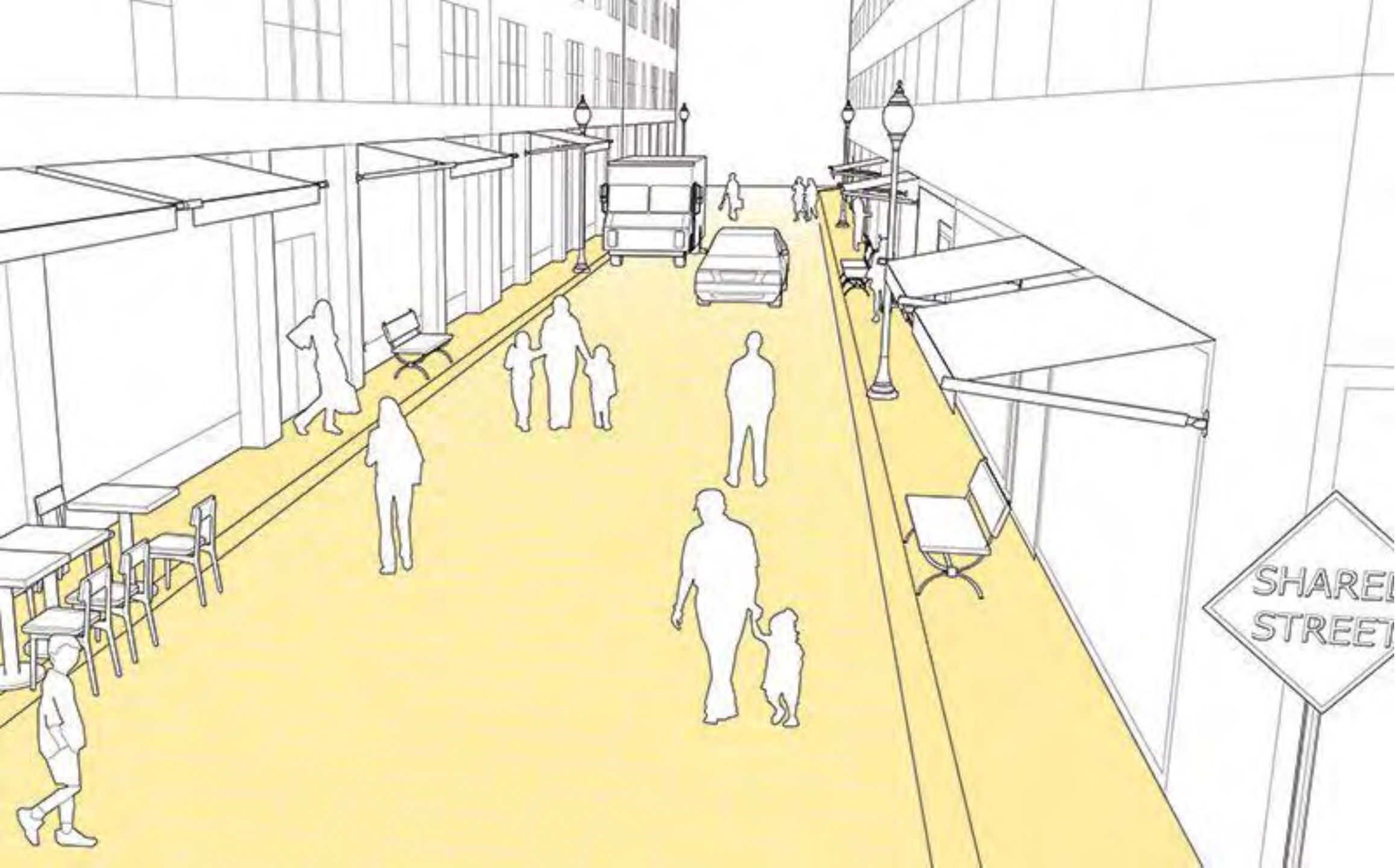


Commercial Shared Street

- should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged.
- can be designed for narrow or wide cross sections, but become increasingly complex and difficult to maintain as a shared space as width increases.
- maintain access for vehicles operating at low speeds and are designed to permit easy loading and unloading for trucks at designated hours.
- designed to implicitly slow traffic speeds using pedestrian volumes, design, and other cues to slow or divert traffic.







SHARE
STREET







- Textured or pervious pavements that are flush with the curb
- Special pavements
- Drainage channels





- Accessible by trucks making deliveries
- Designated loading and unloading zones may be defined through differences in pavement pattern





- Street furniture, may be sited to provide definition for a shared space, subtly delineating the traveled way from the pedestrian-exclusive area

SERA





- Provide tactile warning strips at the entrance to all shared spaces. Warning strips should span the entire intersection crossing.



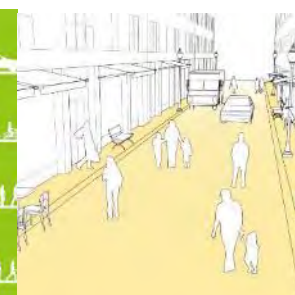


- Shared streets may be closed to through traffic for specific portions of the day. Use movable planters and time-of-day restrictions to regulate the shared space.





- Consider providing a 3–5-foot-clear path protected from traffic. The clear path should be defined using planters, bollards, and street furniture, as well as detectable warning strips or textured pavers. For narrower shared streets and alleys, use of a clear path is discouraged.



McMinnville

STREET IDEAS



STREET IDEAS



GRANVILLE ISLAND

Vancouver, BC . Year 1975-1979

- The former industrial Island started in 1915
- Stop working as a factory in the 1950's
- Today provides public market, marina, boutique hotel and the Emily Carr University of Art and Design, Arts umbrella, community center, performing art theater, fine art galleries, shopping areas, among others...

gateway

sharing street



old warehouse –
new art center



gateway





central areas for people



Industrial machine becoming art



parks

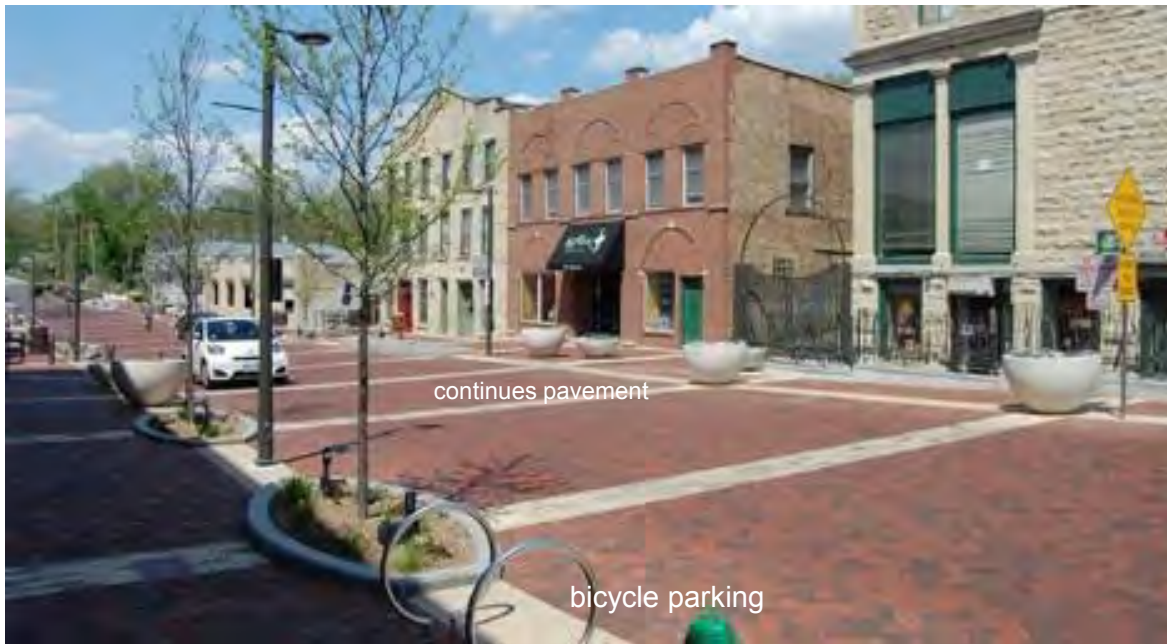
unconventional form



Batavia, IL

Batavia's River Street . Year 2014

- A block and a half
- Won an award from Illinois chapter of the ASLA
- First winner in the midwest
- No curbs, no traffic stripes and no crosswalk
- Saturday Farmers Market
- Distinctive sense of place





MADISON, WI

Mifflin Street . Year 2013

- Four blocks street
- Increase of density and lack of pedestrian center
- Goal is to encourage pedestrian activity and link the rest of downtown
- Sidewalk at the level of the street style paving and no traffic line





BRIGHTON, UK

New Road . Year 2007-2010

- One blocks street
- The road was rundown dominated by cars rather pedestrians than people
- Goal is to incorporated the needs of all the different user groups:
 - Public space programing and shared space
 - Pedestrian dominated space where vehicles are allowed

movable street furniture



share transit

pavement color - texture

The design of the street reinforces pedestrian priority and encourages defensive driving and low speeds



bicycle parking



pavement + building relation

bicycle parking



tone, module & finish



tactile guidance strip



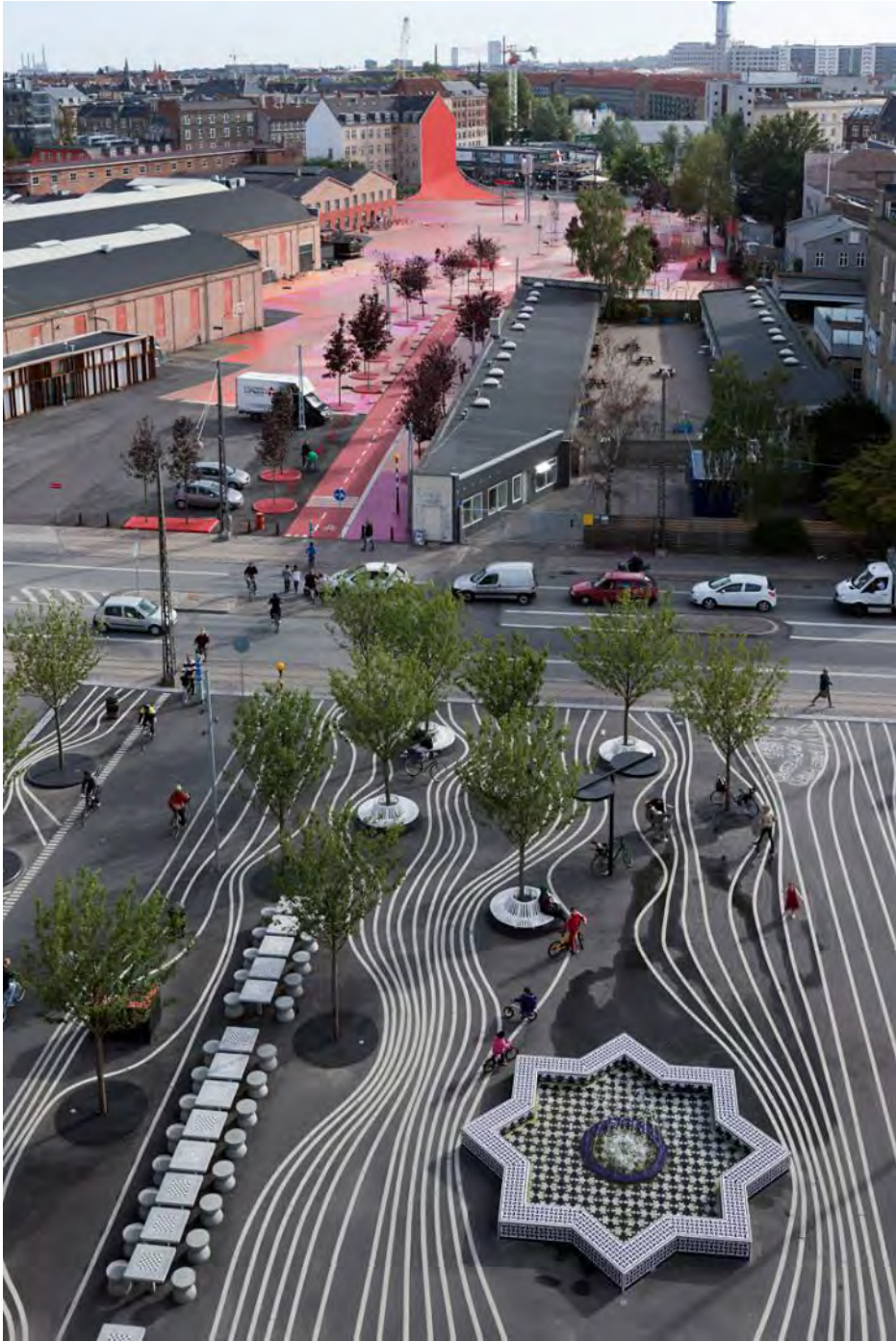
street furniture



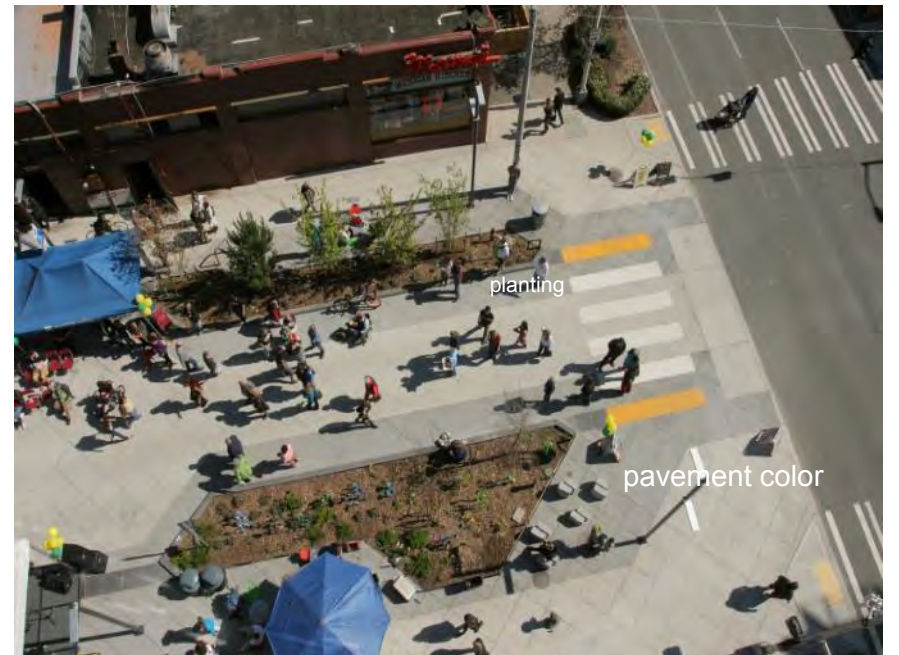
COPENHAGEN, DENMARK

Superkilen . Year 2012

- Half mile long
- Goal is to focus on pedestrian transit but sharing with public transit: bus passage include signals, and extended middle lane or speed bumps
- Public facilities includes: Fitness area, Thai boxing, playground, Iraqi swing, bike, stands and parking area



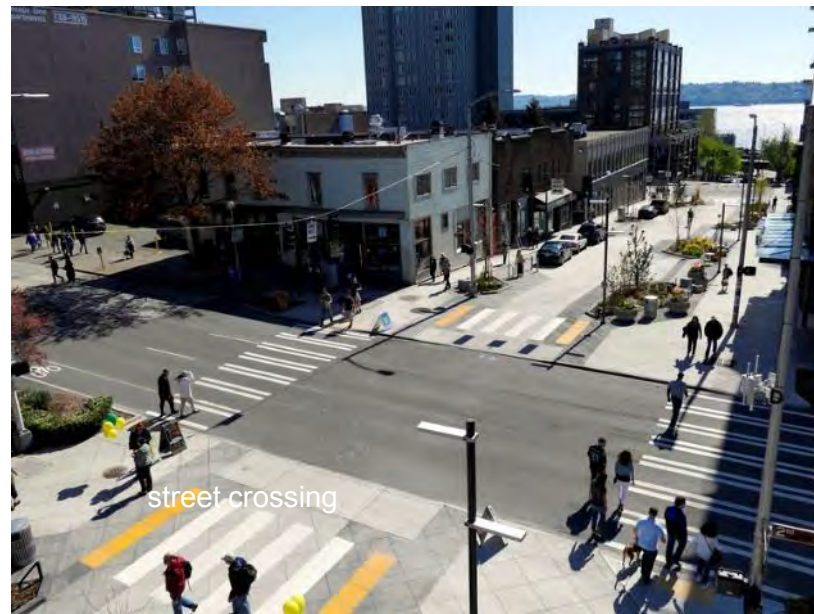
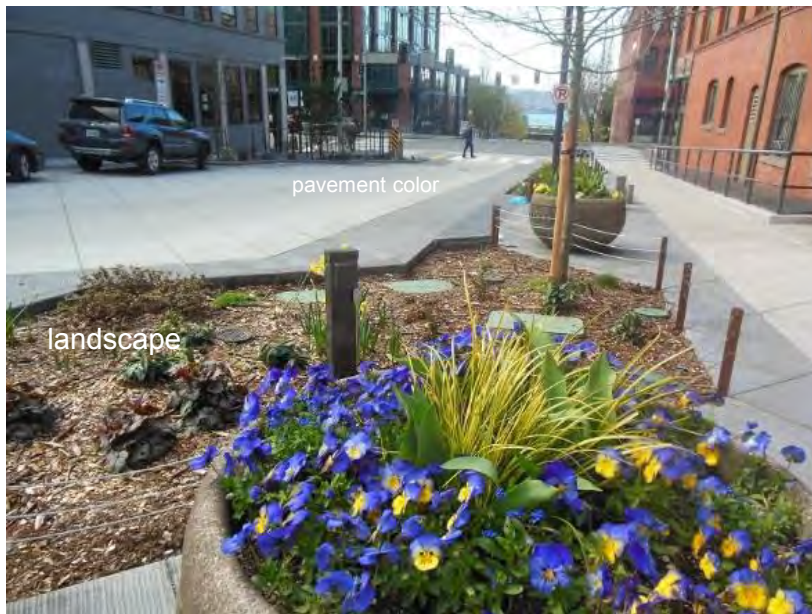




Bell Town, Seattle

Bell Street . Year 2008

- Four blocks street
- Corridor through the hearth of Belltown
- One lane traffic, boasts improved landscaping, better lighting and more open space
- The continue level pavement encourages pedestrians, cyclist and automobiles to share the space



Portland, Oregon

13th Avenue

- 4 street blocks
- It was not design
- Industrial past adapted to modern time
- Function as a share street
- Funky character attract large crowd specially on the first Thursday event
- Loading dock street inner face function as patios, sidewalk, terrace...





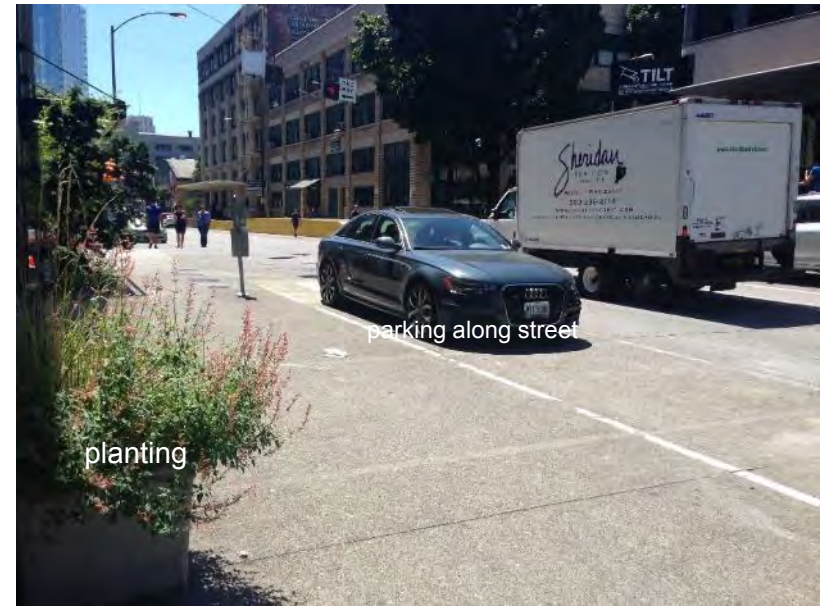
loading dock

parking along street

sharing space



sharing space



parking along street

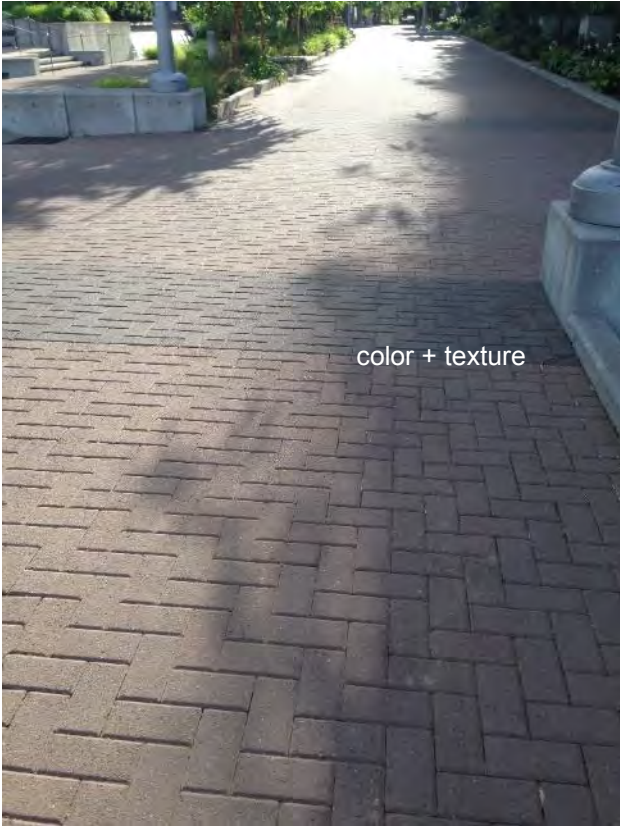
planting

Portland, Oregon

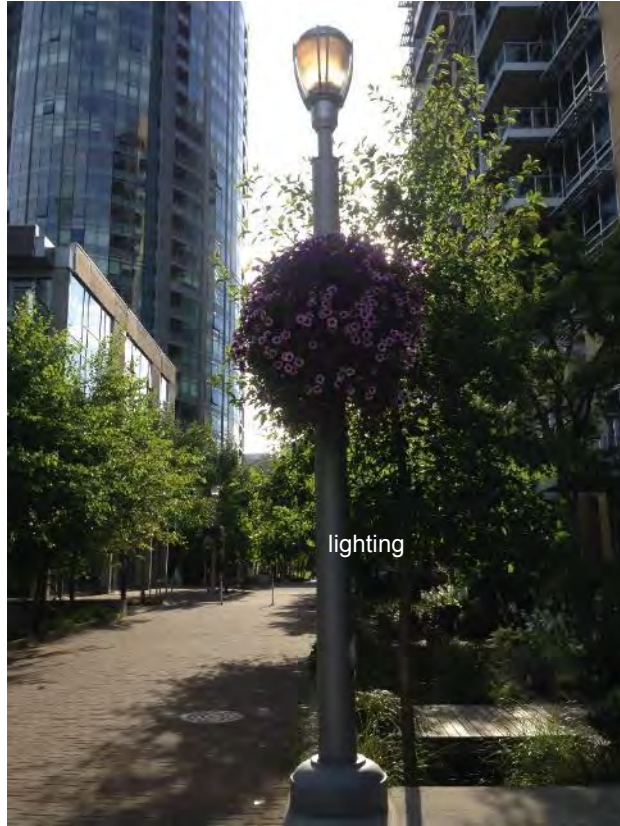
South Waterfront . Year 2012

- 2 street blocks
- Shared street located in South Waterfront to provide pedestrian and bicycle linkages to the new riverfront park
- Provides stormwater treatment for surface and some rooftop surfaces
- Provides vehicular access for service vehicles and resident parking
- Accommodates residential and mixed use retail along its length





color + texture



lighting



drainage



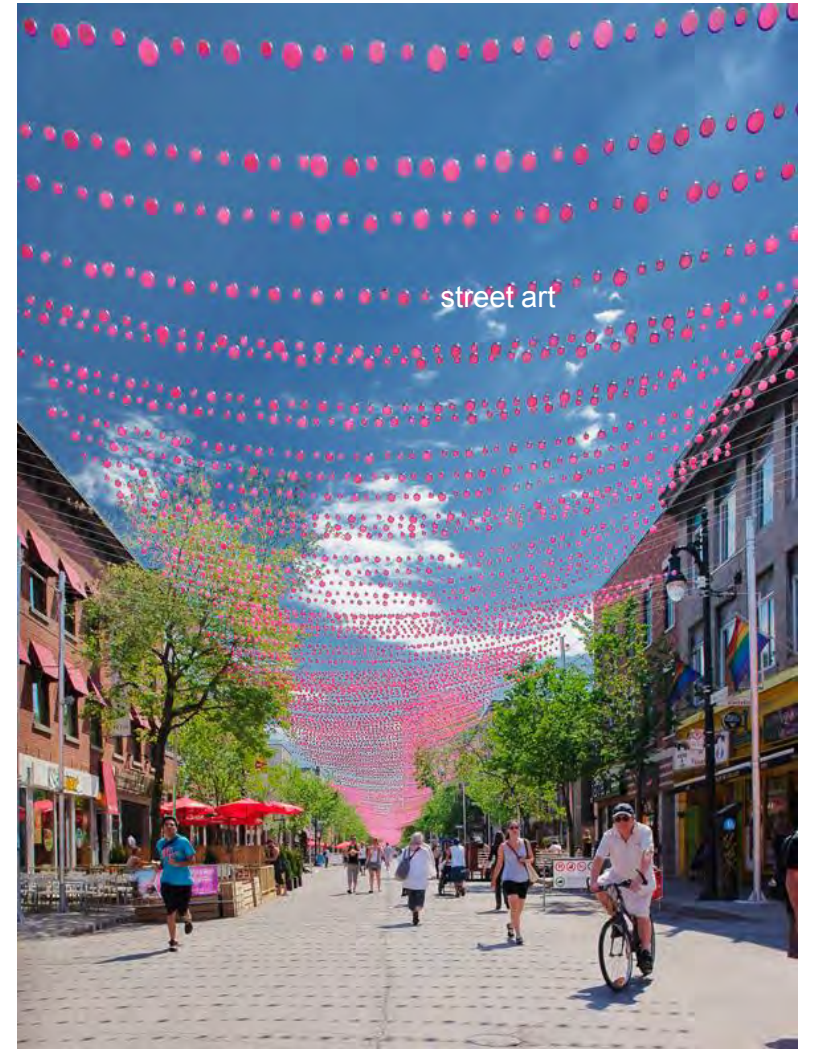
stormwater



Montreal, Canada

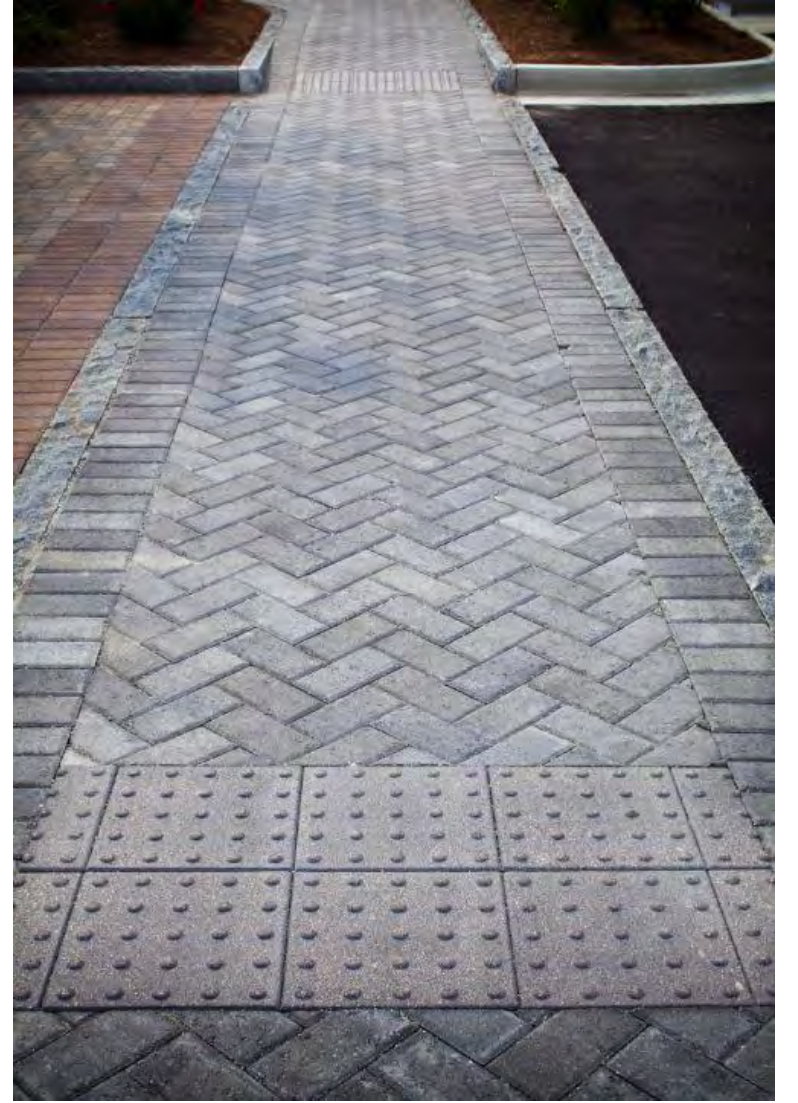
St. Catherine Street in Le Village . Year 2011-2015

- 13 street blocks
- Closed street to cars from June-September
- Street become the outdoor terrace of terrace and bars
- Created by Claude Cormier + Associates



STREET ELEMENTS

PAVING

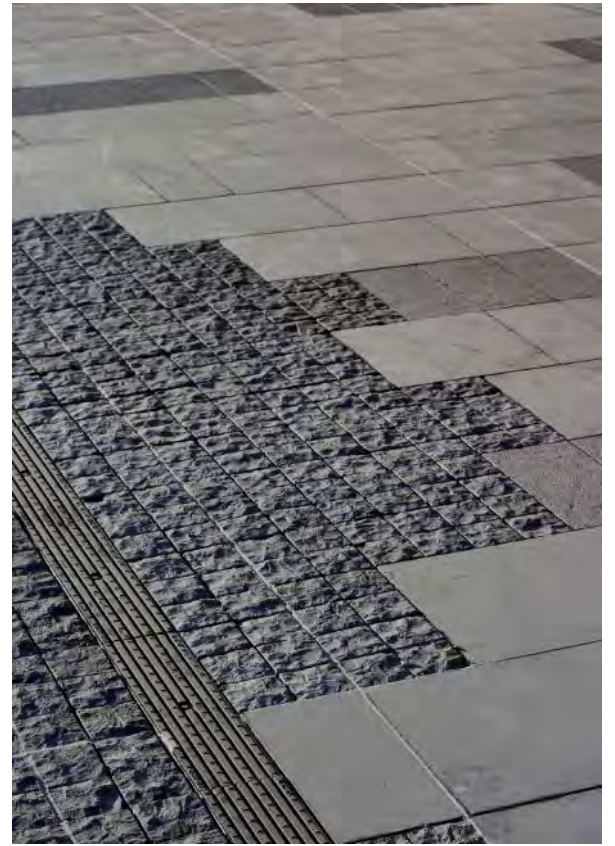




Hillsborough, CA



Vanløse, Denmark





ART / LIGHTING









STREET FURNITURE







SIGNAGE / GATEWAY





Portland, OR



Portland, OR



England



PLANTING





STORMWATER



“Perfection is achieved, not when there is nothing more to add, but when there is nothing left to take away.” Antoine de Saint-Exupery

Design Principles

Project Vision Statement

Northeast Gateway Plan Vision

Alpine Avenue will be:

- The central spine of the Northeast Gateway District
- The primary pedestrian route through the District
- A unique street that complements the craft workshop atmosphere of the businesses along Alpine and within the Granary District.

The design of Alpine should consider:

- curbless, shared space road treatments
- sustainable storm-water facilities.

Closest to the Granary District, Alpine should be a “festival street”.



ALPINE AVENUE IMPROVEMENTS



Alpine will be the central spine and primary pedestrian route through the District. It should be a unique street that complements the craft workshop atmosphere of the businesses along Alpine and within the Granary District. The design of Alpine should consider curb-less, shared space road treatments, as well as sustainable storm-water facilities.

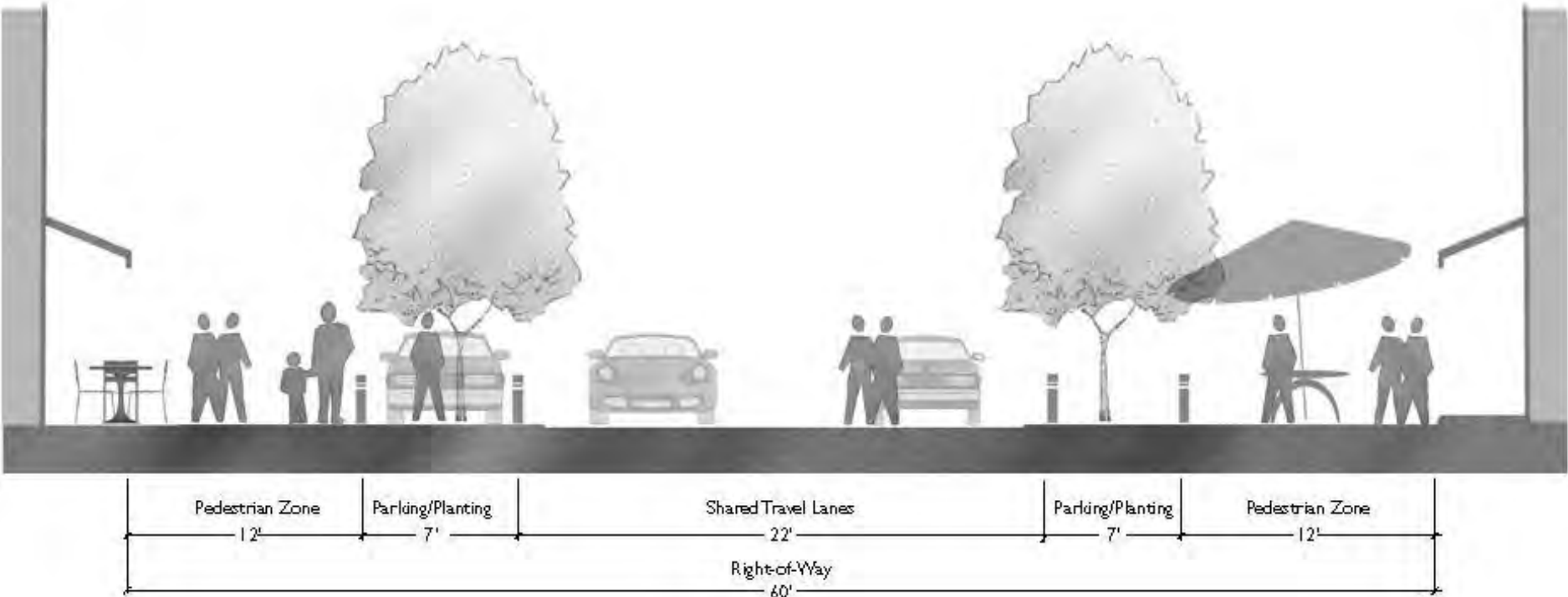
Closest to the Granary District, Alpine should be a "festival street," which is a flexible space

for cars, bikes, and pedestrians that can easily be blocked off for festivals. It would be wired for electricity for setting up booths and entertainment. North of the festival street treatment, the design could give way to a "woonerf" (a Dutch term that means "living street"), which is similar in that it is a curb-less, shared road space, with low speed limits to improve pedestrian, bicycle, and automobile safety.



ALPINE AVENUE

An improved Alpine Avenue will provide a low traffic, pedestrian-friendly connection between downtown and destinations throughout the Northeast Gateway District. The design of Alpine should consider curb-less, shared space road treatments, as well as sustainable stormwater facilities. Closest to the Granary District, Alpine should be a "festival street," which is a flexible space for cars, bikes, and pedestrians that can easily be blocked off for festivals or other special, in-street activities.



Refinements to Vision Statement ?

Alpine Avenue

Design Principles (Draft)

- Design for People first, vehicles second
- Honor existing development
- Support economic vibrancy
- Create authentic and unique character and identity
- Embrace eclectic nature
- Sustainability: improve environmental health of the city and its watershed
- Appropriate long-term maintenance cost and effort
- Provide on-street short term parking (4hrs)
- Balance private access with public realm quality
- Maximize flexibility for year-round events
- Cost effectiveness

Opportunities and constraints

E 10TH AVE 900
NE ALPINE



Observations



- Granary connection
- Visual termination
- Complete streetscape

- Narrow
- Pedestrians on street
- Curb free





- Overhead powerlines
- Gravel shoulders
- Lack of street trees



- Informal parking
- Pedestrians mix with cars
- Lack of spatial definition



- Informal parking
- Pedestrians crisscross
- Low vehicle volumes

- Cluster of trees
- Grade change
- Proximity and transition





- Moveable landscape
- DIY character and ownership pride
- Traffic calming function



- Eclectic landscaping
- DIY character and ownership pride





- Moveable landscape
- DIY character and ownership pride
- Traffic calming function



- Overhead power lines
- Visual clutter