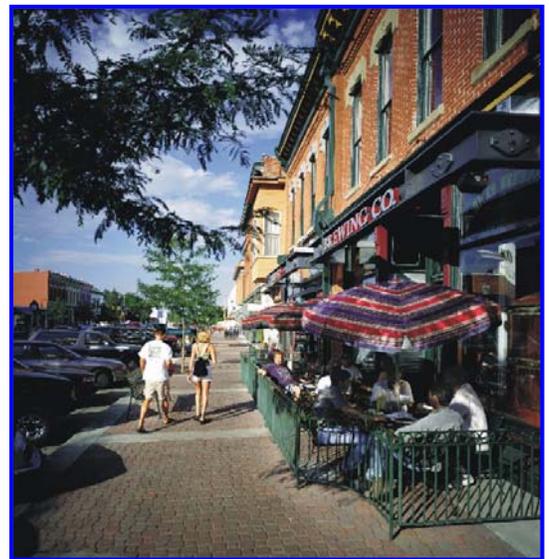


Great Streets/Complete Streets Characteristics and Case Studies

Great Streets and Complete Streets advocate that streets and roadways should equally serve all major travel modes – driving, transit, walking, and biking. Such streets and roadways are well-designed corridors that encourage economic vitality and commerce in their surroundings, as well as move vehicle traffic calmly, safely, and efficiently. Such streets have been implemented in many communities across the country that, like Gunnison and Crested Butte, seek to balance the conflicting functions of a major bisecting highway with regional traffic that also functions as a downtown main street. Complete/great street have been shown to stimulate downtown economic development and redevelopment and encourage higher transit ridership and pedestrian activity while moving significant vehicle traffic volumes.

Complete/great streets incorporate:

- Stylized storefronts and facade enhancements
- On-street parking, usually diagonal
- Wide sidewalks and bicycle lanes
- Plentiful and distinctive pedestrian crossings
- Public art and extensive “street furniture”
- Outdoor café seating and other activities
- Distinctive street signs
- Roundabouts, especially as gateway features
- Compact, mixed land uses



Colorado examples are shown in the photos above. Representative case studies are briefly described below. Full profiles and further information can be found at www.greatstreets.org. These communities, like Gunnison and Crested Butte, have a major highway also serving as a downtown main street. They illustrate that complete/great streets can successfully manage regional through traffic while maintaining and enhancing local character and commerce.

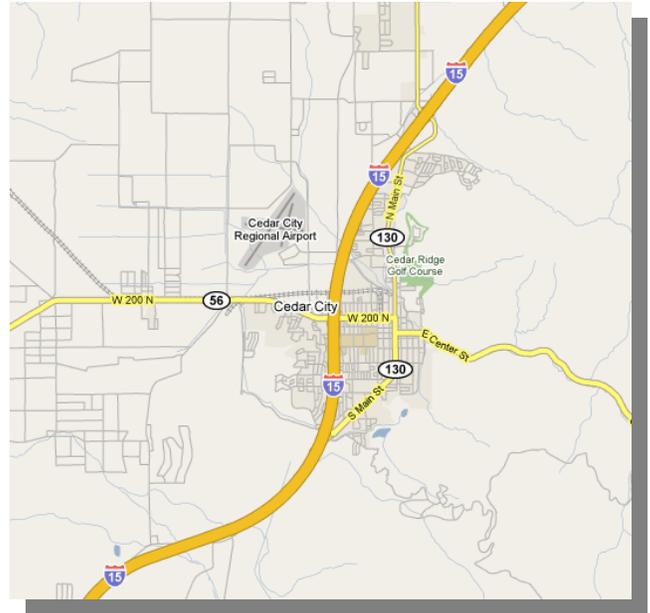


Cedar City, Utah

Cedar City is a popular tourist destination and gateway community for those visiting Zion or Bryce Canyon National Parks. Cedar Banks National Monument, Dixie National Forest, and Brian Head ski resort are also close by.

The community wanted to revitalize its historic downtown through re-designing its Main Street, which also functions as Highway 130. This effort began in the mid 1990s with the reconstruction of sidewalks along Main Street and enhanced street fixtures that reflect a consistent and traditional style. Street trees and street furniture were also widely incorporated in the revitalization. This phase also included a mid-block pedestrian crossing with curb extensions.

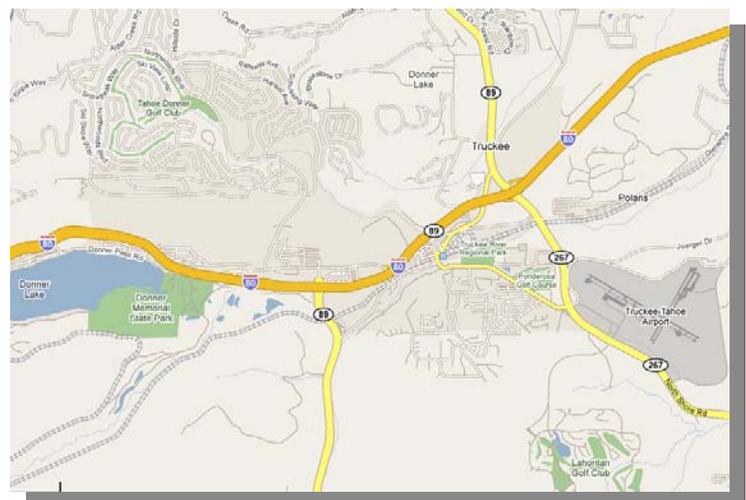
The most recent phase includes the development of a Heritage Center along Main Street in the heart of downtown. Once complete, this development will include a performing arts theatre, restaurant, salon, parking structure, and approximately 40,000 square feet of additional retail space. A new public square along Main Street is also planned and will host seasonal and community events. The reconstruction of Main Street and accompanying new development and redevelopment helped Cedar City reclaim its downtown and calm Main Street traffic without reducing the roadway’s traffic flow capacity.



Truckee, California

Truckee is located along one of the original sections of the Donner Pas Road in Northern California near Lake Tahoe and Reno, Nevada. Its mountain setting makes it a popular year round tourist destination for skiers, mountain bikers, fisherman, backpackers, etc.

The community’s first revitalization effort began in 1993, when the Town finally incorporated after numerous attempts.

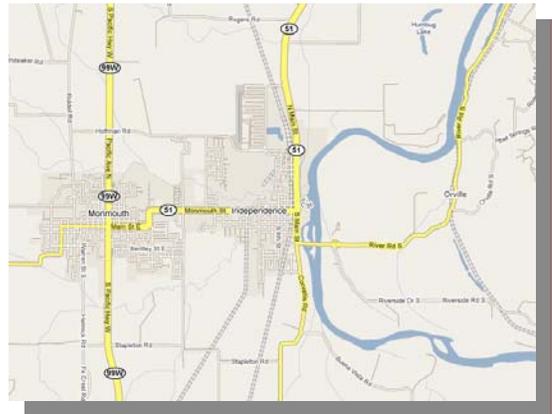


Incorporation helped address the growth boom and the revitalization of the historic downtown. Long winters, heavy snow, and short summers guided design features and materials used. For example, textured sidewalks and pavers were incorporated to Truckee's commercial center, known as Commercial Row. Such paving materials provide a sturdy and reliable surface regardless weather conditions and give the downtown a unique look. A variety of planters, trees, and street furniture were also widely incorporated into the streetscape along Commercial Row and throughout the historic downtown. On-street parking was designed to provide a buffer between vehicular traffic and pedestrians. On-street parking is also vital in calming traffic throughout downtown and Commercial Row along Donner Pass Road, the main street and main highway through the heart of Truckee.



Independence, Oregon

Independence, home to more than 6,000 residents, has a significant amount of well-preserved 19th century architecture. Revitalization efforts began in 2001 when the City began completely revitalizing its Main Street. The project included expanded sidewalks, street trees and rows, new street furniture, lighting, and even updated underground utilities located below ground.



The City was creative in how it went about acquiring necessary funds. In addition to securing downtown redevelopment funds, the City also acquired lottery funds, art grants, and federal transportation enhancement funds. Due to the City's entrepreneurial approach, much of the street reconstruction projects were completed with little added cost to local residents.

Revitalization efforts undertaken in Independence provide a classic example of how to tame a large highway. Although not extravagant, the newly revitalized downtown used effective design standards, well-placed street furniture, street trees, and other elements to create a pedestrian-friendly streetscape. All street furniture and fixtures complement the surrounding historic architecture. Wider sidewalks and narrow traffic lanes are two of the strongest elements incorporated in the reconstruction efforts.

