

Great Streets Allan Jacobs Free

"The best streets in the world's villages, towns, and cities—whether modest or grand—continually remind one that simplicity is part of the recipe for success in this art. The advice of Victor Dover and John Massengale, their historic examples and their own designs, reflect that simplicity." —From the Foreword by HRH The Prince of Wales "Street Design is a lucid, practical and altogether indispensable guide for envisioning and creating vibrant 21st century towns and cities. It should be required reading for every local political leader, planner, architect, real estate developer and engaged urban citizen in America." —Kurt Andersen, host of Studio 360 and author of True Believers "We are going to start walking around the places we live again, and as that occurs and becomes normal, we will rapidly redevelop a demand for higher quality in building at the human scale." —From the Afterword by James Howard Kunstler "Your charrette traveling library must include the important Street Design book by Victor Dover and John Massengale." —Bill Lennertz, Executive Director, National Charrette Institute "What an amazing resource! For those who wish that my book, Walkable City, had pictures, this is the book for you. If either your work or your play includes the making of places, you will find Street Design to be an invaluable tool." —Jeff Speck, AICP, CNU-A, LEED-AP, Hon. ASLA Written by two accomplished architects and urban designers, this user-friendly street design manual shows both how to design new streets and enhance existing ones. It offers step-by-step instruction and shares examples of excellent streets, examining the elements that make them successful as well as how they were designed and created. Topics also include strategies for shaping space in the public right-of-way through correct building height to street width ratios, terminated vistas, landscaping, and street geometry. This book is a valuable resource for urban designers, planners, architects, and engineers. With guest essays from: Kaid Benfield, David Brussat, Javier Cenicacelaya, Hank Dittmar, Andres Duany, Douglas Duany, Emily Glavey, Chip Kaufman, Ethan Kent, Marianne Khoury-Vogt, Léon Krier, Gianni Longo, Thomas Low, Laura Lyon, Chuck Marohn, Paul Murrain, John Norquist, Stefanos Polyzoides, Gabriele Tagliaventi and Erik Vogt.

Which are the world's best streets, and what are the physical, designable characteristics that make them great? To answer these questions, Allan Jacobs has surveyed street users and design professionals and has studied a wide array of street types and urban spaces around the world. With more than 200 illustrations, all prepared by the author, along with analysis and statistics, Great Streets offers a wealth of information on street dimensions, plans, sections, and patterns of use, all systematically compared. It also reveals Jacobs's eye for the telling human and social details that bring streets and communities to life. An extensive introduction discusses the importance of streets in creating communities and criteria for identifying the best streets. The essays that follow examine 15 particularly fine streets, ranging from medieval streets in Rome and Copenhagen to Venice's Grand Canal, from Parisian boulevards to tree-lined residential streets in American cities. Jacobs also looks at several streets that were once very fine but are less successful today, such as Market Street in San Francisco, identifying the factors that figure in their decline. To broaden his coverage, Jacobs adds briefer treatments of more than 30 other streets arranged by street type, including streets from Australia, Japan, and classical antiquity in addition to European and North American examples. For each of these streets he has prepared plans, sections, and maps, all drawn at the same scales to facilitate comparisons, along with perspective views and drawings of significant design details. Another remarkable feature of this book is a set of 50 one square-mile maps, each reproduced at the same scale, of the street plans of representative cities around the world. These reveal much about the texture of the cities' street patterns and hence of their urban life. Jacobs's analysis of the maps adds much original data derived from them, including changes of street patterns over time. Jacobs concludes by summarizing the practical design qualities and strategies that have contributed most to the making of great streets.

Addressing one of the hottest trends in real estate—the development of town centers and urban villages with mixed uses in pedestrian-friendly settings—this book will help navigate through the unique design and development issues and reveal how to make all elements work together. Includes special issues.

A celebration of the multiway boulevard and an argument for its revival, with design guidelines and historic examples. First built in Europe and grandly imported to the United States in the mid-nineteenth century, the classic multiway boulevard has been in decline for many years, victim of a narrowly focused approach to street design that views unencumbered vehicular traffic flow as the highest priority. The American preoccupation with destination and speed has made multiway boulevards increasingly rare as artifacts of the urban landscape. This book reintroduces the boulevard, tree-lined and with separate realms for through traffic and for slow-paced vehicular-pedestrian movement, as an important and often crucial feature of both historic and contemporary cities. It presents more than fifty boulevards—as varied as Avenue Montaigne, in Paris; C. G. Road, in Ahmedabad, India; and The Esplanade, in Chico, California—celebrating their usefulness and beauty. It discusses their history and evolution, the misconceptions that led to their near-demise in the United States, and their potential as a modern street type. Based on wide research, The Boulevard Book examines the safety of these streets and offers design guidelines for professionals, scholars, and community decision makers. Extensive plans, cross sections, and perspective drawings permit visual comparisons. The book shows how multiway boulevards respond to many issues that are central to urban life, including livability, mobility, safety, interest, economic opportunity, mass transit, and open space.

Hailed by the Wall Street Journal as a "juicy little time bomb of a book", Privately Owned Public Space: The New York City Experience examines for the first time, New York City's 39-year mixed experience with the production of more than 500 plazas, parks, and atriums located on private property yet by law accessible to and usable by the public. Until now, comprehensive, systematic knowledge about this vast collection of public spaces has not existed, either for experts or members of the public. To remedy this gap, Harvard University professor Jerold S. Kayden, The New York City Department of City Planning, and The Municipal Art Society of New York have joined forces to research and write Privately Owned Public Space: The New York City Experience. Through words, photographs, scaled site plans, maps, and analysis of newly assembled data, they examine history, law, design, and use of the city's privately owned public spaces. Each of the more than 500 spaces is individually discussed to provide far-reaching comparative information about this unique category of public space. In reading this book, designers, planners, lawyers, and academics will gain greater understanding about the possibilities and problems inherent in the design, management, and enforcement of privately owned public space. Public officials, private owners, and civic group representatives will learn more about their roles in ensuring public access and vitality of such spaces. Individuals will discover where New York City's public spaces are located and what amenities they offer. Everyone will comprehend more completely the contribution that privately owned public space can make toward open and attractive cities in which all individuals have access to a diversity of public places. People live in cities and experience them firsthand, while urban designers explain cities conceptually. In Representation of Places Peter Bosselmann takes on the challenging question of how designers can communicate the changes they envision in order that "the rest of us" adequately understand how those changes will affect our lives. New modes of imaging technology—from two-dimensional maps, charts, and diagrams to computer models—allow professionals to explain their designs more clearly than ever before. Although architects and planners know how to read these representations, few outside the profession can interpret them,

let alone understand what it would be like to walk along the streets such representations describe. Yet decisions on what gets built are significantly influenced by these very representations. A portion of Bosselmann's book is based on innovative experiments conducted at the University of California, Berkeley's Visual Simulation Laboratory. In a section titled "The City in the Laboratory," he discusses how visual simulation was applied to projects in New York City, San Francisco, and Toronto. The concerns that Bosselmann addresses have an impact on large segments of society, and lay readers as well as professionals will find much that is useful in his timely, accessibly written book.

Why do people in Stockholm prefer to take the stairs over the escalator? Why do Londoners enjoy hanging out at bus stops? How do carmakers convince us to buy gas-guzzling, environmentally damaging, and wallet-draining machines? It's called the fun theory. What Darrin Nordahl illustrates in this delightful book is that transit can be just as inviting, exciting, and even seductive as the automobile, if designed with the passenger experience in mind. In *Making Transit Fun!*, Nordahl shows that with the help of architects, urban designers, graphic artists, industrial engineers, marketing experts-and even fashion designers-we can lure people out of their automobiles and toward healthier, more sustainable methods of transportation. This accessible E-ssential focuses on the possibilities for making public transit, cycling, and walking more appealing to the motorist. In each section, Nordahl demonstrates how the transit stigma can be overcome with innovative design. From the aesthetics of buses to segregated bike lanes and pedestrian-priority streets, Nordahl showcases examples from around the world that excite the heart and bring an easy smile.

Discusses how transit impacts and improves community life in the United States.

Infrastructure Planning and Finance is a non-technical guide to the engineering, planning, and financing of major infrastructure projects in the United States, providing both step-by-step guidance, and a broad overview of the technical, political, and economic challenges of creating lasting infrastructure in the 21st Century. *Infrastructure Planning and Finance* is designed for the local practitioner or student who wants to learn the basics of how to develop an infrastructure plan, a program, or an individual infrastructure project. A team of authors with experience in public works, planning, and city government explain the history and economic environment of infrastructure and capital planning, addressing common tools like the comprehensive plan, sustainability plans, and local regulations. The book guides readers through the preparation and development of comprehensive plans and infrastructure projects, and through major funding mechanisms, from bonds, user fees, and impact fees to privatization and competition. The rest of the book describes the individual infrastructure systems: their elements, current issues and a 'how-to-do-it' section that covers the system and the comprehensive plan, development regulations and how it can be financed. Innovations such as decentralization, green and blue-green technologies are described as well as local policy actions to achieve a more sustainable city are also addressed. Chapters include water, wastewater, solid waste, streets, transportation, airports, ports, community facilities, parks, schools, energy and telecommunications. Attention is given to how local policies can ensure a sustainable and climate friendly infrastructure system, and how planning for them can be integrated across disciplines.

The heavy dependency on private cars has shaped the design of cities. While offering fast, comfortable, and convenient commutes, cars have become the most popular method of transportation, but are also a health crisis due to the toxic emissions they release into the atmosphere as well as the high death toll from traffic accidents. For these reasons, there is a need to minimize the use of cars within cities in favor of greener and humanized urban design that would improve the quality of life and reduce the global threat of climate change. *Humanizing Cities Through Car-Free City Development and Transformation* is an essential publication that explores the concepts of car-free cities and city humanization as possible solutions to reduce the deteriorating effect on the environment and the community. The publication discusses the urban initiative to implement pedestrianization and humanization of cities and public spaces to promote the concept of car-free living. Featuring coverage on a wide range of topics including city humanization, smart mobility, and urban policies, this book is ideally designed for urban planners, environmentalists, government officials, policymakers, architects, transportation authorities, researchers, academicians, and students.

"The Great American Dream of cruising down the parkway, zipping from here to there at any time has given way to a true nightmare that is destroying the environment, costing billions and deeply impacting our personal well-being. Getting from A to B has never been more difficult, expensive or miserable. It doesn't have to be this way. Jeffrey Tumlin's book *Sustainable Transportation Planning* offers easy-to-understand, clearly explained tips and techniques that will allow us to quite literally take back our roads. Essential reading for anyone who wants to drive our transportation system out of the gridlock." -Marianne Cusato, home designer and author of *Get Your House Right: Architectural Elements to Use and Avoid* ?The book is full of useful ideas on nearly every page.? ? Bill DiBenedetto of Triple Pundit As transportations-related disciplines of urban planning, architecture, landscape architecture, urban economics, and social policy have undergone major internal reform efforts in recent decades Written in clear, easy-to-follow language, this book provides planning practitioners with the tools they need to achieve their cities' economic development, social equity and ecological sustainability goals. Starting with detailed advice for improving each mode of transportation, the book offers guidance on balancing the needs of each mode against each other, whether on a downtown street, or a small town neighborhood, or a regional network.

"A companion guide to *Design bulletin 32*, residential roads and footpaths."

Jacobs is one of the world's best known planners and urban design practitioners, with a long and distinguished career based initially in US cities, and then throughout the world. Featuring a wonderfully engaging, humorous tone and Jacobs' own drawings, *The Good City* transfers lessons on city design, building and urban change to all those willing to help cities become the magnificent, beautiful places they should be – and encourages all inhabitants to learn to appreciate and explore their own cities. *Livable Streets 2.0* offers a thorough examination of the struggle between automobiles, residents, pedestrians and other users of streets, along with evidence-based, practical strategies for redesigning city street networks that support urban livability. In 1981, when Donald Appleyard's *Livable Streets* was published, it was globally recognized as a groundbreaking work, one of the most influential urban design books of its time. Unfortunately, he was killed a year later by a speeding drunk driver. This latest update, *Livable Streets 2.0*, revisited by his son Bruce, updates on the topic with the latest research, new case studies and best practices for creating more livable streets. It is essential reading for those who influence future directions in city and transportation planning. Incorporates the most current empirical research on urban transportation and land use practices that support the need for more livable communities Includes recent case studies from around the world on successful projects, campaigns, programs, and other efforts Contains new coverage of vulnerable populations

A discussion of what makes public places appealing and useful will inspire those involved with public planning and design. The redesign and revitalization of traditional urban centers is the cutting edge of contemporary urban planning, as evidenced by the intense public and professional attention to the rebuilding of city cores from Berlin to New York City's "Ground Zero." Spanish and Latin American cities have never received the recognition they deserve in the urban revitalization debate, yet they offer a very relevant model for this "return to the center." These cultures have consistently embraced the notion of a city whose identity is grounded in its organic public spaces: plazas, promenades, commercial streets, and parks that invite pedestrian traffic and support a rich civic life. This groundbreaking book explores Spanish, Mexican, and Mexican-American border cities to learn what these urban areas can teach us about effectively using central public spaces to foster civic interaction, neighborhood identity, and a sense of place. Herzog weaves the book around case studies of Madrid and Barcelona, Spain; Mexico City and Querétaro, Mexico; and the Tijuana-San Diego border metropolis. He examines how each of these urban areas was formed and grew through time, with attention to the design lessons of key public spaces. The book offers original and incisive discussions that challenge current urban thinking about politics and public space, globalization, and the future of privatized communities, from gated suburbs to cyberspace. Herzog argues that well-designed, human-scaled city centers are still vitally necessary for maintaining community and civic life. Applicable to urban renewal projects around the globe, Herzog's book will be important reading for planners, architects, designers, and all citizens interested in creating more livable cities.

Urban Design provides a comprehensive and accessible introduction to urban design, presenting a 3 dimensional model with which to categorise the processes and products involved. It not only defines the subject, but also considers the future direction of the field and what can be learned from the past. 50 international case studies demonstrate the variety of urban design efforts that have occurred in recent history.

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