

City
Amsterdam
Austin, TX
Bellingham, WA
Berkeley, CA
Boston, MA
Boulder, CO
Brookline, MA
Calgary, AB
Chicago, IL
Christchurch, NZ
Corvallis, OR
Curitiba, Brasil
Erlangen, DE
King County, WA
City
Madison, WI

Maplewood, MN

Michigan

Minneapolis, MN

**New York City,
NY**

Portland, OR

**Santa Barbara,
CA**

**Santa Monica,
CA**

Seattle, WA

Vancouver, BC

Victoria, BC

UK

Sustainable Street Design (SSD) Features Being Utilized
Woonerven originated in Netherlands; country now has over 6000. Very bike focused, and to a lesser degree, pedestrian. Strong education program regarding non-auto commuting.
Has incentives for "smart growth" development, including development fees waiver, amount dependent upon established point system that rewards preferable development. Also offers expedited permitting for preferable projects, and places more scrutiny on projects in environmentally-sensitive areas.
Storm & Surfacewater Utility (SSWU): dedicated funding for projects to prevent flooding & erosion, protect water quality & fish habitat. Charged to residents based on threshold size (square footage of impermeable surface). Buildings over 3000 square feet (commercial or residential) charged by the square foot of impervious area. Includes fee to WSDOT for I-5 through Bellingham.
Substantial use of traffic calming since 1964. Diverters, speed humps, traffic circles, chicanes, curb extensions, textured paving. Has also developed a permeable roadway.
Regular street tree planting; street trees have monetary value; developers can replant trees of equal value, or make "donation" to Parks Dept's nonprofit (money used to purchase/plant more trees). Parks Dept using structural soils (aggregate planting soil developed by Cornell University, supportive enough to drive over & porous enough to support tree roots & water infiltration).
Created system of "Transportation Management Organisations" (TMO) collectives pairing businesses with developers & residents to improve transportation mobility in Boulder. TMOs are based on collaborative effort with shared leadership, giving stakeholders in transportation decisions a solid voice in the process. They are intended to help develop Transportation Demand Management (TDM) services, particularly related to the workplace.
Chicane, woonerf, traffic calming (raised pedestrian crossing, curb extensions), some permeable paving. New city bylaw requires any new development over a certain quantity of impervious surfaces requires a stormwater management plan. Has privately-developed woonerf, developed as condition for permits.
Pathway & Bike Plan adds bike & pedestrian amenities to new/redeveloping streets. Also new traffic-calming policy. Adding sustainable street design elements to neighborhood plans.
Numerous new initiatives: permeable surfaces, cisterns, raingardens, site design maximizing open space, green roofs, alley redevelopment (incorporating French drains), median planters, innovating on stormwater management & first-flush runoff. Rapidly developing bicycle network, with promotion from the Mayor on down of the bicycle as a convenient alternative form of transportation. 100+ miles of bike paths and over 8,000 bike racks. Aggressive street trees program. Numerous BMPs qualify for FAR and other incentives. Much collaboration with developers.
Numerous pedestrian & bike-oriented design initiatives. Utilizing many traffic-calming measures. Working to change city culture, various departments, to recognize multiple uses of public spaces, including roads. Has codified importance of road funding benefiting bikes, pedestrians, transi, as well as cars. Working to strengthen collaboration among city agencies.
95 percent of the City's collector and arterial roads have bike lanes; perhaps as a result, 13.5% of all residents commute regularly by bicycle
Tax incentives for development of private greenspaces. City/community collaboration for ped-only downtown. Tree-cutting prohibited w/o permit, cut trees replaced 2:1 ratio. Public greenspace preservation.
Strong City focus on equalization, integration of bike- & pedestrian-orientation in all streets.
Developing 3 demonstration projects (all in permit review). Plans for swales, chicanes, pervious pavement, bulbouts/neckdowns, on-site stormwater bioretention, narrow roads. Using Low-Impact Development techniques, attempting to implement LID elements on new/re-developments.
Sustainable Street Design (SSD) Features Being Utilized
Bicycle Transportation Plan. Strong bike integration - all streets now designed to accommodate bike travel. All streets have sidewalks. City has been moving to reduce street widths where possible. Raingarden being developed - citizen demand & institutional desire to innovate.

Raingardens, "Environmental Utility Fund" (like Bellingham's SSWU) - collects utility fee based upon impervious surfaces per lot/development; utilizes money for stormwater mitigation efforts.

Strong desire for more pedestrianization of towns; focus has long been auto-centric. New Michigan policy is for more Context-Sensitive Design. Design charrettes incorporate more citizen input into street design, implementation.

Huge commitment to bike path development, increased bike use, inclusive residential pathway identification & development. City requires bike facilities (showers, lockers, parking) in all developments over certain size.

Looking into pervious paving. Some developers add greenscapes/trees to developments. Working on developing "green" design standards & BMPs matrix.

Pedestrian Master Plan & Pedestrian Design Guidelines, Bike Master Plan, Transportation System Plan, Street Improvement Design Guidelines. Bike & pedestrian incorporated in all design - multimodal street design. Have identified & prioritized streets with high potential & high need for bike/ped improvements. Experimenting w/ stormwater mitigation elements, pilots. Funding new projects, private & public.

Has developed swales, including both natural & Continuous Deflective Separation swales. CDS swales use concrete sumps to trap pollutants underground for later removal. Treated water moves on to natural swale, which removes remaining particles & pollutants. CDS swales are maintained by the County's Public Works Department, with 5 year timeline allowing for the swales to mature to a point where they need no further maintenance (beyond regular maintenance).

Installing pervious concrete pavement gutters to manage dry-weather runoff and first-flush pollution. Built urban runoff recycling facility (SMURRF) for dry-weather flows; city sells recycled water from the SMURRF. Utilizing recycled rubber sidewalk panels to help relieve stress on tree roots and concrete pavers on tree roots. Using rubberized asphalt overlay, pervious pavement in gutter plates. Working to improve pedestrian accessibility, particularly in downtown core, narrowing streets and widening sidewalks. Using bulbouts for traffic calming, pavers, & in-pavement flashers. City council regulation requires buildings of a certain size to retain within their property 20% of all runoff from their property - something often accomplished with permeable pavers, infiltration ponds.

Green Streets policy advocates pedestrian/bike orientation, greenscapes. Swales, chicanes, street trees being used. Some highly innovative projects incorporate all SSD elements. Some incentives & regulations designed to encourage sustainable design techniques.

Country lanes, swales, working to develop alternative street design elements. Substantial bike infrastructure, 1999 Bicycle Plan. Pedestrianization emphasized in City Transportation Plan. Vancouver Greenways Plan for development of more greenscapes (paths, parks, etc).

Amended Zoning regulations to allow permeable surfaces in parking areas & to encourage developers to use "consolidated surface materials" (grasscrete, grass pave, brick pavers, etc.)

Home Zones, like woonerfs, being developed broadly. Many developments in low-income areas; potential for increased neighborhood pride, accompanying economic & social benefits. Private sustainable development increasing due to public relations boon, cost savings, aesthetics, marketability.

Sector	Developer Incentives	Government Regulations (if any)	Rationale for City's (County's, Country's) Approach	Scope
Public				
Public & private	Expedited permitting, fee waivers.	No, but "increased scrutiny" for undesirable projects.	See increased "smart growth," reduced in development in environmentally-sensitive areas.	Small to medium
Public & private	Financial stakes	Yes, and with penalty/bonus for desired behavior.	Reduce costs of stormwater management, find solutions to water quality issues.	Medium
Public				Medium to large
Public & private	Permitting, market demands.		Resident demands, innovation.	
Public	Gain more say in development policies.		To get a better understanding of citizen and business needs and desires.	Small
Private	Permits, resident buy-in		Easier to permit, better neighborhood buy-in.	Small
Public	Permitting, some market demand.			small
Public & private	Permitting.	Landscaping required in big developments.	Improves city for residents; innovation; increases mobility options.	Medium to large
Public & private	Market demands.		Improves city for residents. Increases mobility options.	large
Public		City requirements	Long-time recognition (by City) of value of bike as transportation.	Small
Public & private	City regulations, now resident demand.	City requirements	Improve city for residents, ensure greenscapes for all.	large
Public	Strong city demands	City requirements	Improves city, mobility options	
Public & private	Technical support from County, market demands.		Innovation, cost savings, congestion reduction, resident demands/expectations.	Small
Sector	Developer Incentives	Government Regulations (if any)	Rationale for City's (County's, Country's) Approach	Scope
Public	Market demands.		Innovation, market demand (particularly bike; it's a college town).	

Public	Market demands.		Innovation, desire to create funding source of public problem, institutional desire.	
Public			Satisfy resident demands.	Small
Public & private		Bike accessibility requirements.	Get more people on bicycles, reduce congestion, increase citizen buy-in.	Medium
Public & private			Market demands, institutional interest.	Small
Public & private	Federal & state grants, market demands, permitting.		Resident demands, improve city, innovation, increase mobility options, esp. for low-income.	
Public			Reduce costs of stormwater management, find solutions to water quality issues.	Small
Public & private	City regulations	Buildings of a certain size must retain within property 20% of all runoff from their their property.	City culture, health fears of urban stormwater runoff, desire to innovate.	Medium
Public & private	SPU grants, market demands.	Design Review program	Innovation, cost savings, congestion reduction, improve city, resident demands/expectations.	Small
Public	Market demands.		Innovation	Small
Public			Cleaner environment, save money, aesthetics, fewer impervious surfaces.	Small
Public, private	HZ: gov't promotion, public desire.	Strong extant framework for home zones.		Large