



# Walking the talk: Moving from scenarios to action

Lake Arrowhead Symposium, September 20, 2009

Harrison Rue

# A regional action strategy



[tjpdcc.org](http://tjpdcc.org)



# Sustainability action strategy

- **Single planning process** (one conversation)
  - Long-Range metro & rural plans, state multimodal plans, transit operators and localities
- **Scenario planning** (regional & corridor)
- **Multimodal corridor planning**
  - Transit Ready Development
- **Focused investment strategy**
  - Review available funds/projects across all partners
  - Re-purpose \$\$ to 'complete the networks'
  - Target short-term action: TDM, operational, transit & walk-bike improvements, connect-the-dots

# **Assumptions (it's all in there):**

- **Regional Sustainability Accords**
  - Green building & infrastructure, etc.
- **Hands - on public participation**
- **Interagency project teams**
- **Coordination of plans & projects**
  - **Across jurisdictions & agencies**
  - **Include multiple programs & funding**
- **Plans incorporate Action Agendas**

**Bring everyone to the table**





# Regional Scenario Planning

Linking land use, transportation,  
economy & environment



# ***New US DOT/HUD/EPA partnership***

- **Interagency task force to better coordinate federal transportation and housing investments**
- **Enhance integrated regional housing, transportation and land use planning and investment**
- **Goal to have every major metro area conduct integrated housing, transportation, and land use planning and investment in the next four years**

# ***New US DOT/HUDEPA partnership***

- **Develop federal housing affordability measures that include housing and transportation costs and other costs that affect location choices**
- **Research, evaluate and recommend measures that indicate the livability of communities**
- **Identify opportunities to better coordinate their programs**
- **Conduct joint research, data collection and outreach**



# TJPD C Sustainability Accords: Regional values as EPI model inputs

- Encourage and maintain strong ties between the region's urban and rural areas
- Strive for a size and distribute the human population in ways that preserve vital resources
- Retain the natural habitat
- Ensure water quality and quantity are sufficient to support people and ecosystems
- Optimize the use and re-use of developed land and promote clustering
- Promote appropriate scale for land uses
- Retain farm and forest land
- Develop attractive and economical transportation alternatives
- Conserve energy
- Provide educational and employment opportunities
- Increase individual participation in neighborhoods and communities

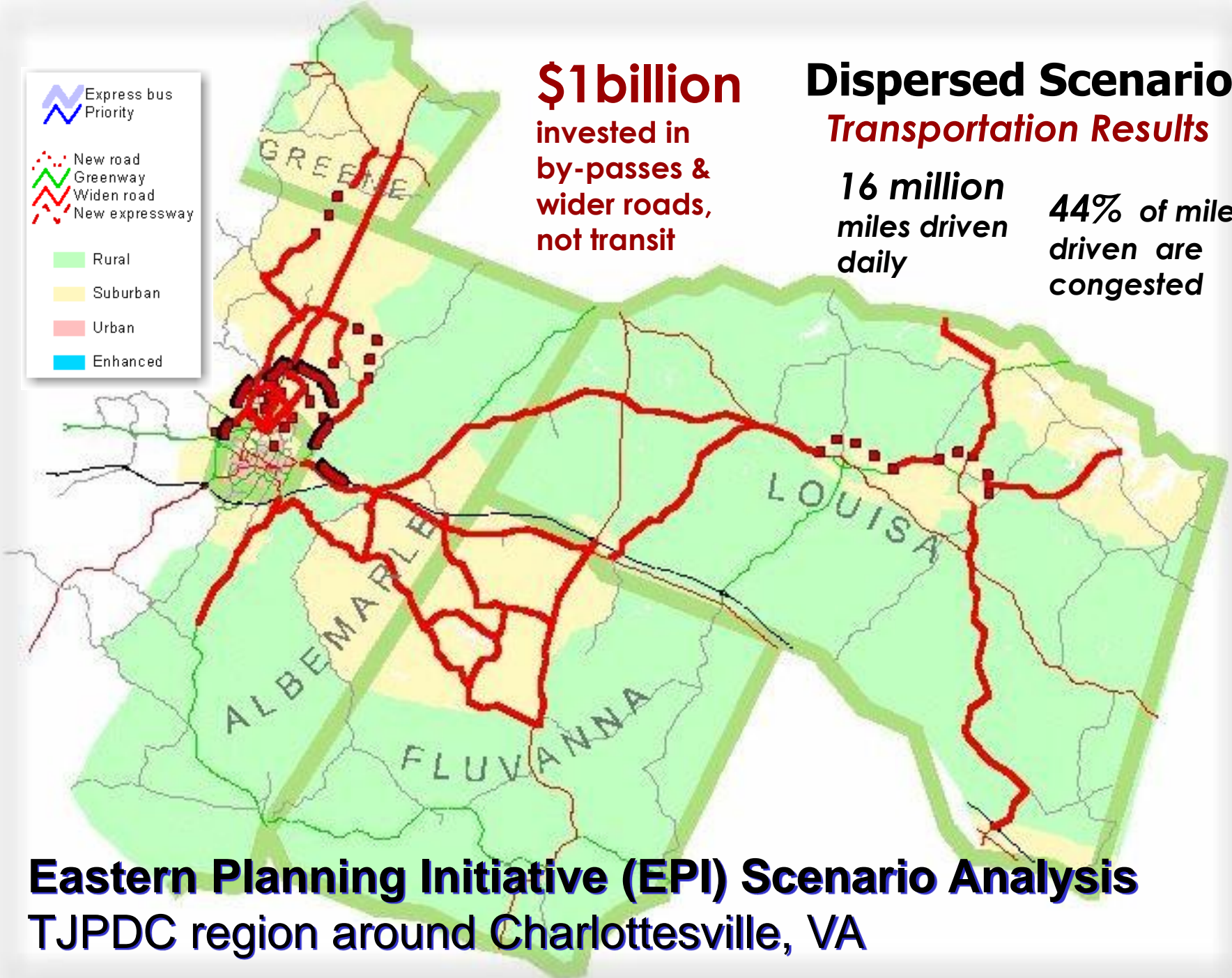


**\$1 billion**  
 invested in  
 by-passes &  
 wider roads,  
 not transit

**Dispersed Scenario**  
*Transportation Results*

16 million  
 miles driven  
 daily

44% of miles  
 driven are  
 congested



**Eastern Planning Initiative (EPI) Scenario Analysis**  
**TJPDC region around Charlottesville, VA**

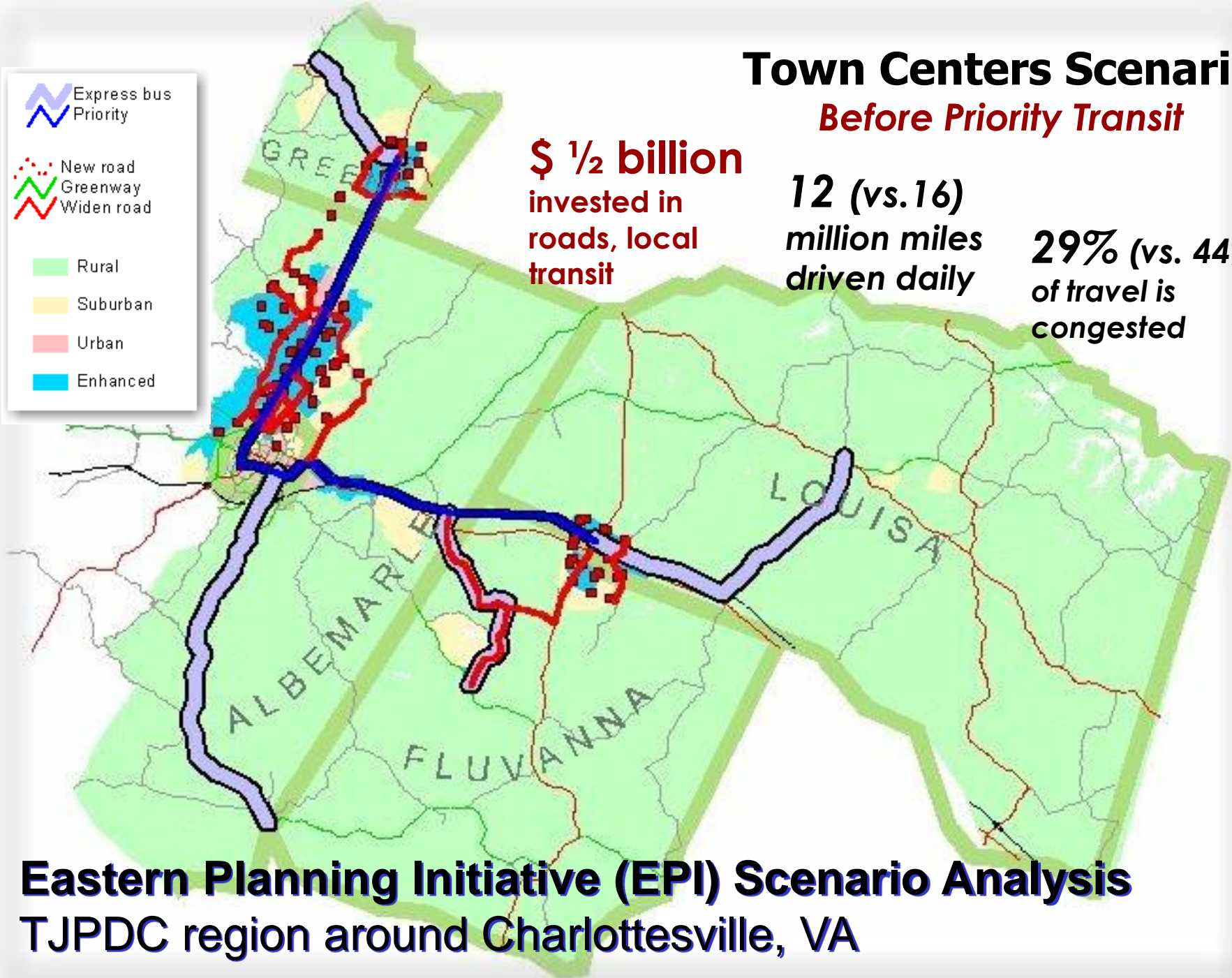
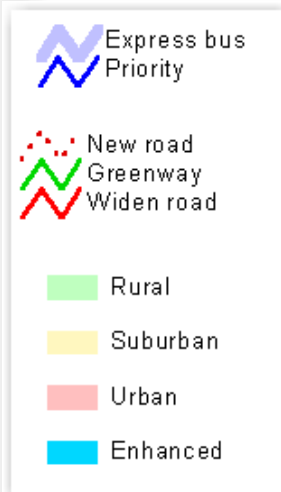
# Town Centers Scenario

*Before Priority Transit*

**\$ 1/2 billion**  
invested in  
roads, local  
transit

**12 (vs.16)**  
million miles  
driven daily

**29% (vs. 44%)**  
of travel is  
congested



**Eastern Planning Initiative (EPI) Scenario Analysis**  
TJPDC region around Charlottesville, VA

# EPI Scenario Analysis

## Identified and modeled 26 place types

### Urban Mixed-use



East Market Street, Charlottesville



# EPI Scenario Analysis

## Identified and modeled 26 place types

### Suburban Mixed-use



PUD Development US 29 North



Circle reflects five minute walk

# EPI Scenario Analysis

## Enhanced Suburban Mixed-use



# Boulevard Design Characteristics

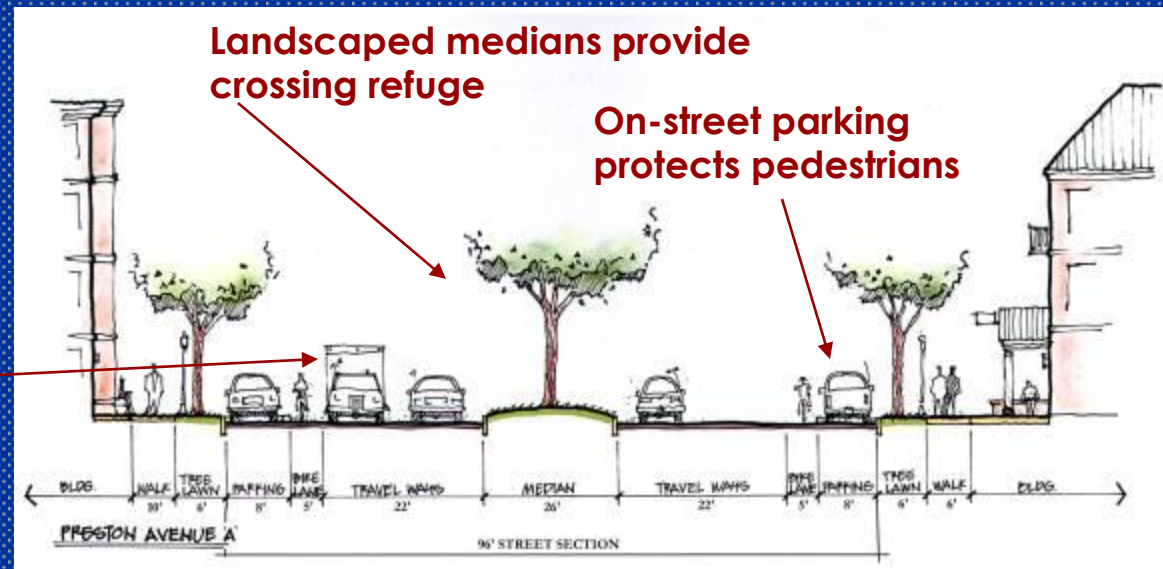
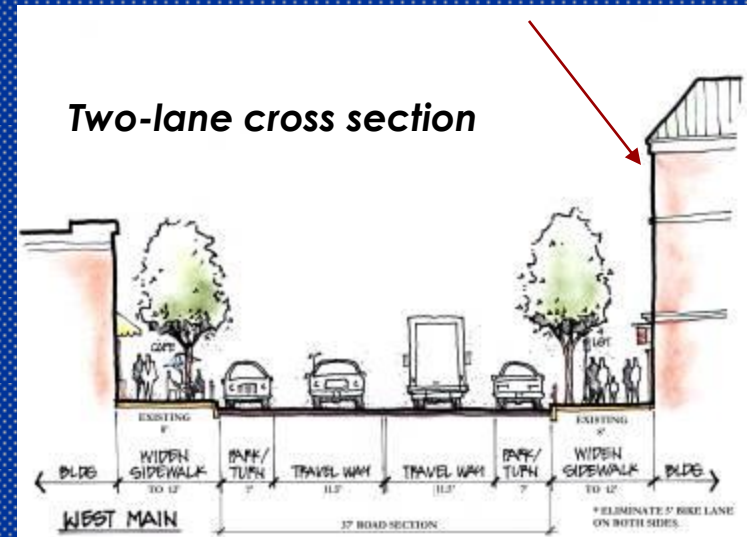
## "People Friendly Streets"

Buildings brought to street for enclosure / interest



Streetscape

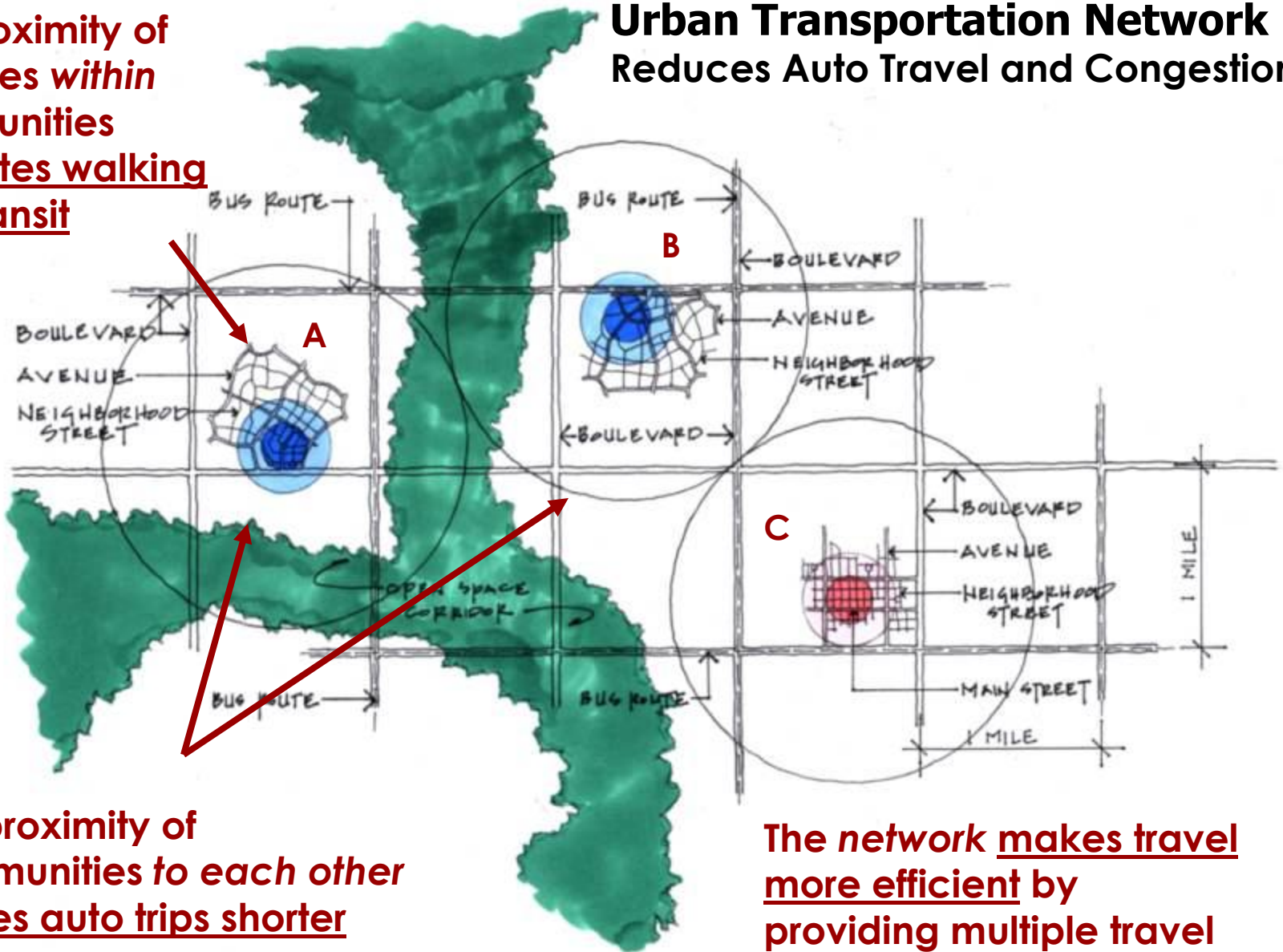
Bus amenities include shelters and by-pass lanes



Four-lane cross section

The proximity of activities *within* communities promotes walking and transit

## Urban Transportation Network Reduces Auto Travel and Congestion



The proximity of communities to each other makes auto trips shorter

The network makes travel more efficient by providing multiple travel choices



# How the Regional Scenarios Compare

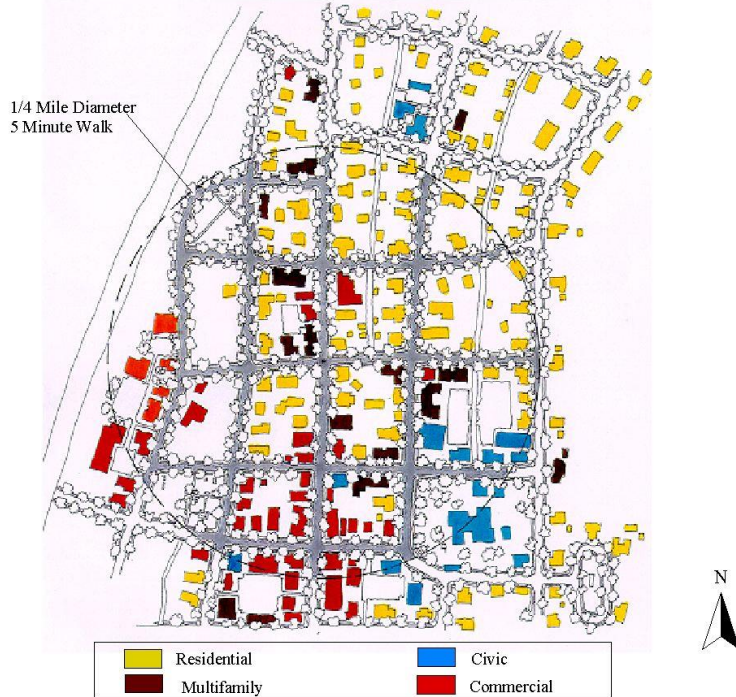
All scenarios assume @ 330,000 population and 220,000 employment

Measure / Sustainability Accord	Dispersed	Town Ctr	CoreL	CoreM
<b>Pct. Farms and Forests</b> Retain resources/habitat/farms/forests	<b><i>55</i></b>	<b>64</b>	<b>65</b>	<b>65</b>
<b>Pct. Developed</b> Retain resources/habitat/farms/forests	<b><i>45</i></b>	<b>36</b>	<b>35</b>	<b>35</b>
<b>Pct. Living In Clustered Communities</b> Optimize use/cluster/human scale	<b><i>13</i></b>	<b>61</b>	<b>68</b>	<b>68</b>
<b>Pct. Non -auto Trips</b> Transportation Alternatives	<b><i>4</i></b>	<b>15</b>	<b>18</b>	<b>18</b>
<b>Annual Gallons Gas Consumed (billions)</b> Conserve Energy	<b><i>155</i></b>	<b>121</b>	<b>110</b>	<b>114</b>
<b>Pct. Travel Congested</b> Employment / Education Access	<b><i>44</i></b>	<b>27</b>	<b>20</b>	<b>21</b>
<b>Water Quality and Quantity</b> Water Quality and Quantity	<b><i>Poor</i></b>	<b>Good</b>	<b>Good</b>	<b>Good</b>

*Red/italics – Comparatively worst*

# Nelson County Comp Plan – rural area

## Nelson County Comprehensive Plan Rural Small Town Development Model



### Small Town

A well-defined center of rural activity that is surrounded by sparsely developed, or sparsely populated rural or agricultural land. The area contains at least several of the following land uses: residential, retail, office, civic, institutional, limited industrial, and park/recreation.

**Building Sizes** - Building scale should be compatible with existing buildings.

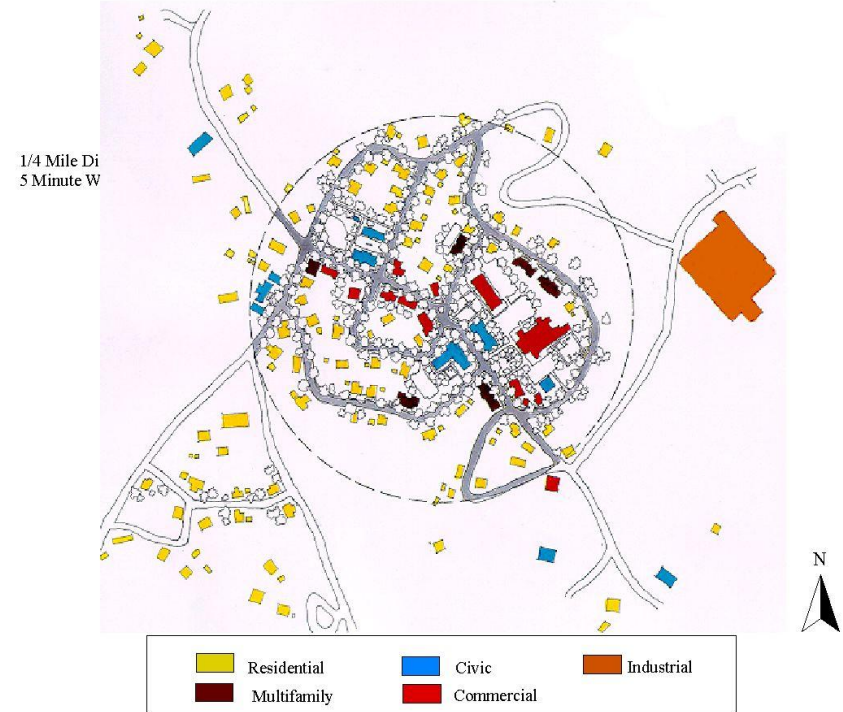
**Proximity of Activities and Methods of Transportation** - High proximity, balanced travel among automobile, rural transit, bicycling, and walking.

**Locational Requirements** - Usually at or near a crossroads; sometimes major highways.

**Parking Characteristics** - A mixture of on-street parking, parking lots, and driveways.

**Growth/Change Potential** - Relatively stable. However, some areas are facing growth pressures and suburbanization, while others are losing residents. Infill development is encouraged.

## Nelson County Comprehensive Plan Rural Village Development Model



### Rural Village

A center of rural activity, smaller than a small town, surrounded by sparsely developed, or sparsely populated rural or agricultural land. The area may contain residential, commercial, civic, institutional, or industrial uses.

**Building Sizes** - Building scale should be compatible with existing buildings.

**Proximity of Activities and Methods of Transportation** - Moderate proximity, balanced travel among automobile, rural transit, bicycling, and walking.

**Locational Requirements** - Located at or near crossroads; sometimes major highways.

**Parking Characteristics** - A mixture of on-street parking, parking lots, and driveways.

**Growth/Change Potential** - Relatively stable. However, some areas are facing growth pressures and suburbanization, while others are losing residents.



# Focused investment strategy

## Multimodal corridors

## Completing the network

# **Multimodal Investment Strategy**

- ❑ Integrated, multimodal T&LU planning**
  - ❑ Link cities & suburban corridors, growing rural counties, and small towns**
- ❑ All-hands-on-deck public process**
  - ❑ Include business and developers**
  - ❑ Inter-agency collaboration & tech team**
  - ❑ Focus on implementing the vision**
- ❑ Tie to local comprehensive plans & DOT project programming**

# Multimodal Investment Strategy

- ❑ Use projects to demonstrate state-of-the-art practices and policy changes
- ❑ Voluntary participation using incentives, not mandates
- ❑ Target \$\$ toward strategic solutions
  - ❑ Put new \$\$ to work in support of new ideas
  - ❑ Leverage private investment
  - ❑ Use public funds to 'connect the dots'

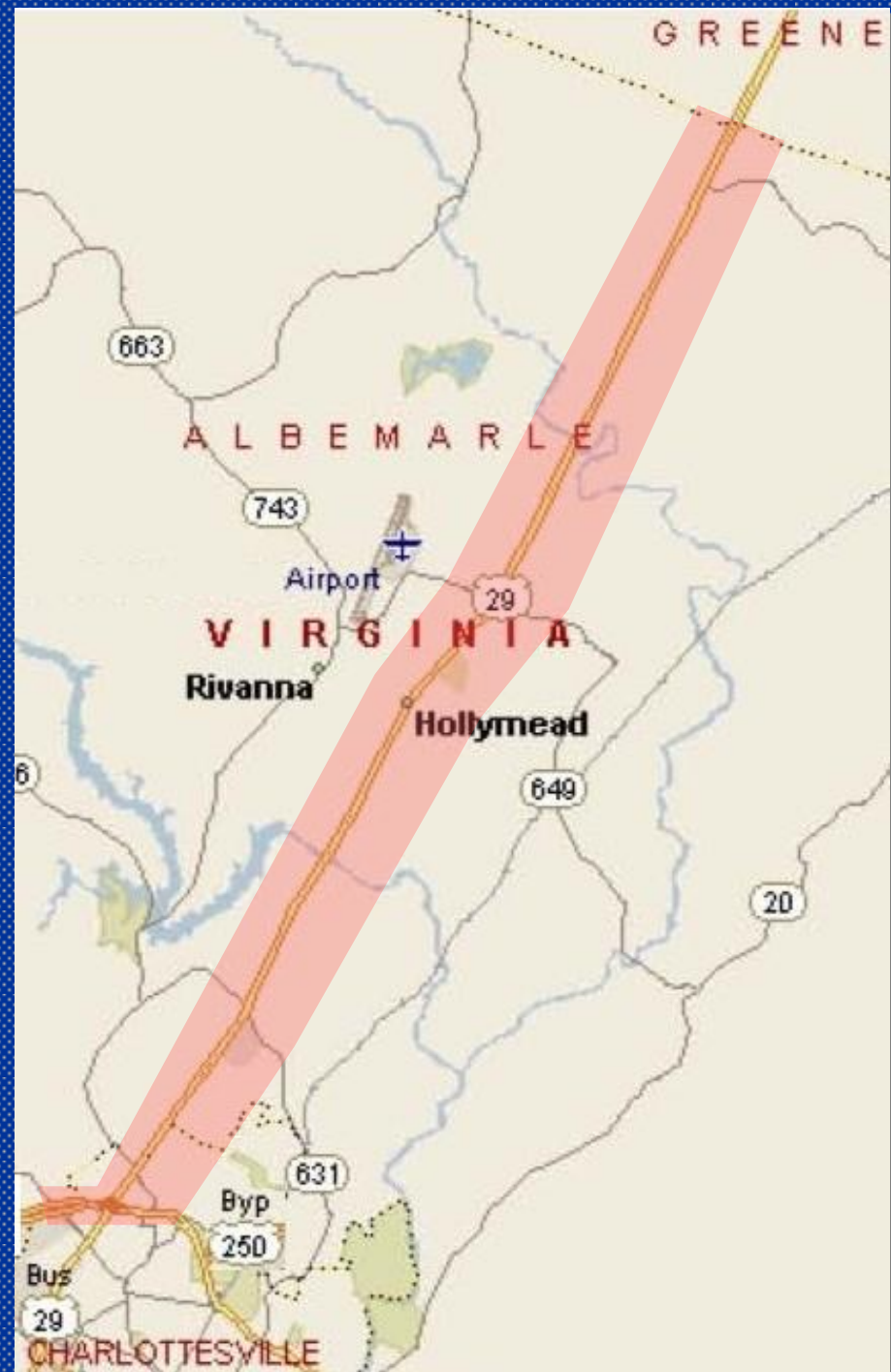
# **Multimodal Investment Strategy**

- Couple high-level strategic direction with implementation capabilities of existing agency structure**
- Select regions for planning \$\$**
- Award implementation \$\$ based on:**
  - Feasible multimodal plans**
  - Adopted local land use plans**
  - Committed private investment & R.O.W.**
  - Complete consensus on priorities**

# Places29 & 29N

## Places29 combines:

- VDOT & MPO 29N Corridor study
- Albemarle County Northern Development Areas Master Plan
- 29H250 Ph 1&2 Studies-City & County
- Links land use & transportation
- Transit-Ready Development

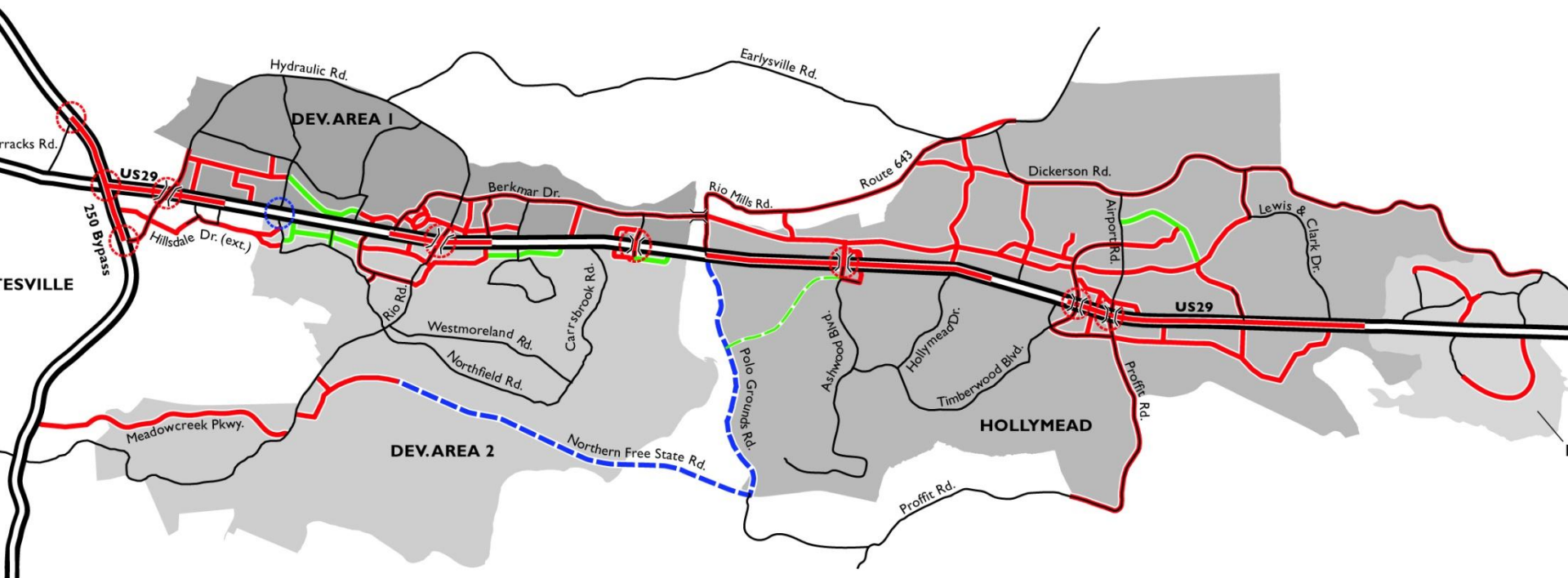


# Places29 Preferred Road Network

Establish Parallel Routes that support performance of corridor

Provide Connectivity across US 29 through grade separations in key locations

Framework for bicycle and trails network





# US 29 at Hydraulic

## Existing conditions



# US 29 at Hydraulic High-Capacity Boulevard



# US 29 – Urban Grade separation



**Boulevard goes underneath cross-road - 3 travel lanes each direction with low-speed access ramps**

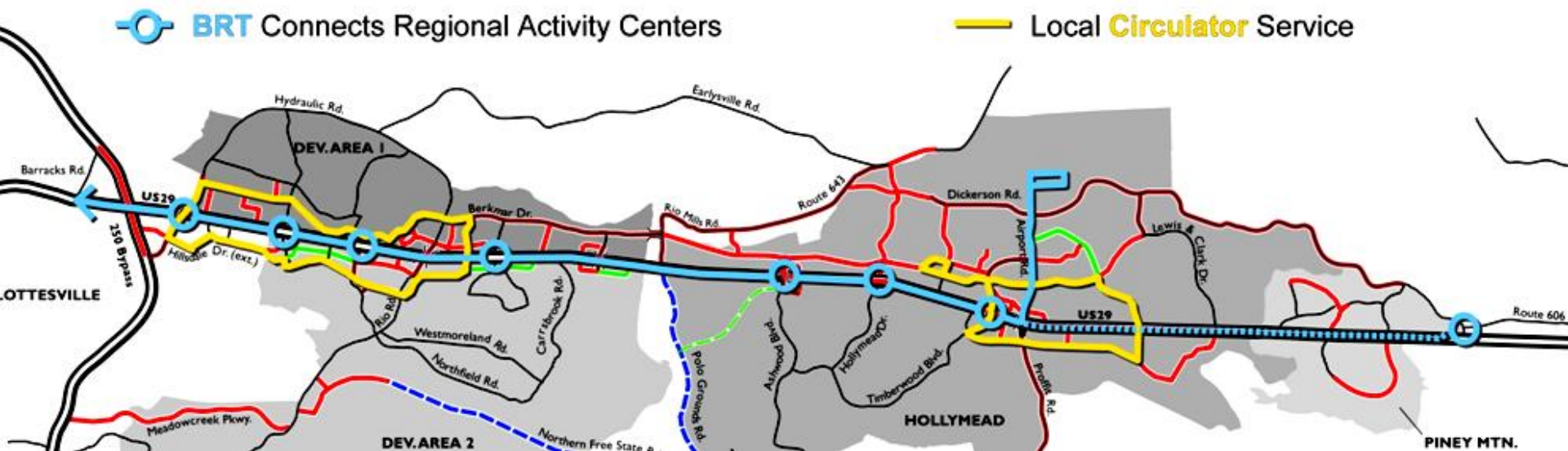
# Preferred Network - Transit (Expanded Stage)

Use **BRT** to connect Regional Activity Centers

- Employment – NGIC, GE Fanuc, UREF
- Airport
- UVA
- Downtown Charlottesville

Provide **Circulators** in Uptown Area and S. of Rio Road

- Use parallel/frontage roads
- Link lifestyle/retail destinations
- Allows for wider BRT stop spacing/faster trip time
- Suitable for Modern Streetcar



# Bus Rapid Transit (BRT)

Multiple doors, low floors, fast boarding



# Bus Rapid Transit (BRT)

## Bright, comfortable interior



# US29 facing south toward Rio Road



**Typical suburban roadway with auto-oriented shopping**

# US29 facing south toward Rio Road



**Urban grade separation (in distance) and multimodal boulevard – 4 lanes each direction plus turn lanes (with median islands for safety)**



# US29 facing south toward Rio Road



**Mixed-use infill development on existing aging shopping centers**

# US29 facing south toward Rio Road



**Additional block-by-block redevelopment provides Transit Targets and enhanced walking and wheeling choices**

# US29 facing south toward Rio Road



**Additional block-by-block redevelopment provides Transit Targets and enhanced walking and wheeling choices**

# US29 facing south toward Rio Road



**Additional block-by-block redevelopment provides Transit Targets and enhanced walking and wheeling choices**

# US29 facing south toward Rio Road



**Landscaping matures over time**

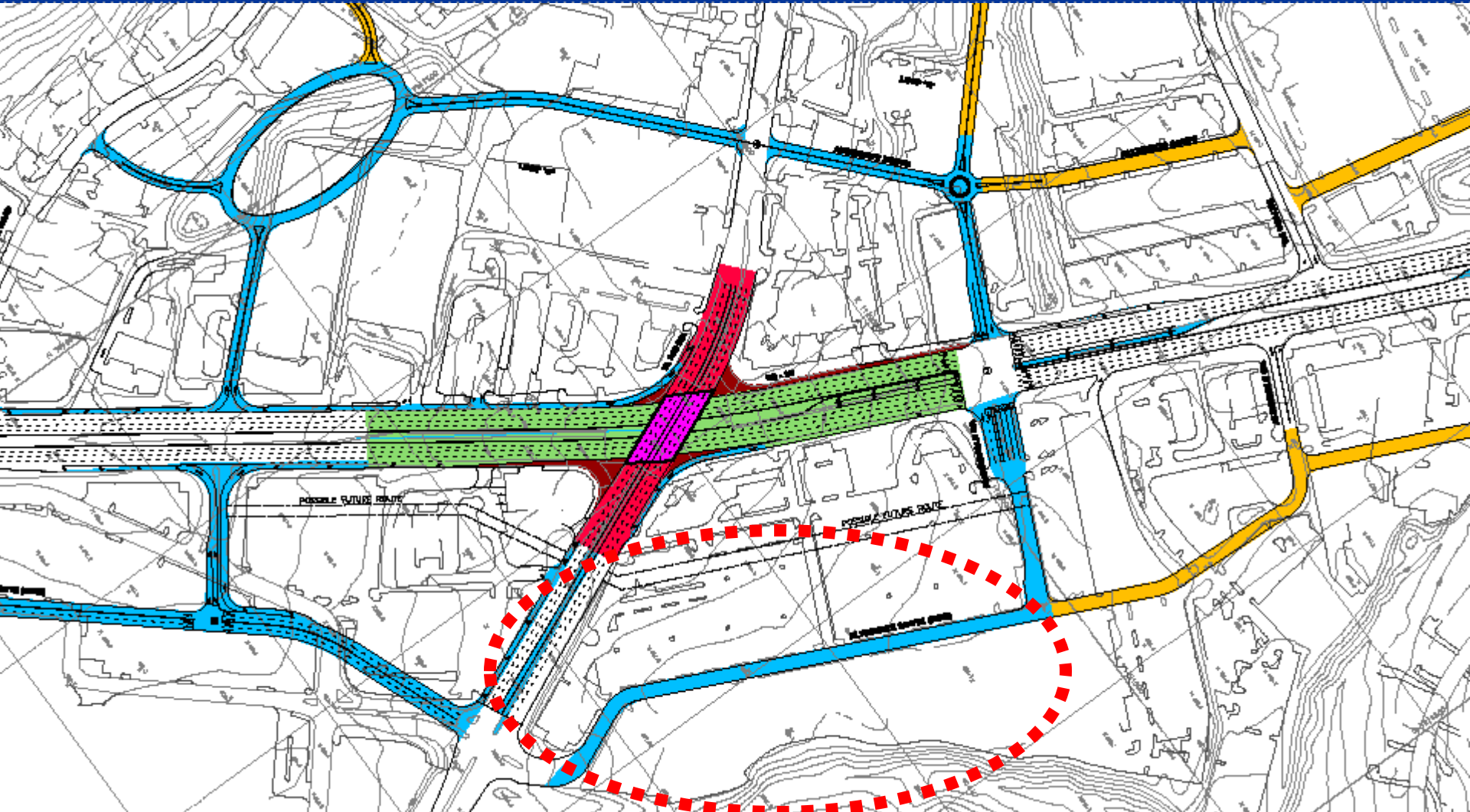
# US29 facing south toward Rio Road



**Zoomed in toward grade-separated intersection**

# Redevelopment as Transit Target

Albemarle Square – older shopping center at Rio & 29



# Redevelopment as Transit Target

Albemarle Square – older shopping center in Midtown





# Redevelopment as Transit Target

Mixed use/residential infill on under-used parking lot



# Redevelopment as Transit Target

## Redevelopment of existing buildings



# Redevelopment as Transit Target

## Amenities for walkability and interaction



# Redevelopment as Transit Target

## Expansion as market demands



# Transit-Ready Development

Strategies to address how development in greenfield (or redevelopment) sites can:

- Incorporate transit-supportive strategies early on
- Grow into transit-oriented development over time

# Transit-Ready Development

- Mixed land uses and diversity of housing types
- Pedestrian-friendly site plan, with generous sidewalks and comfortable transit stops
- A neighborhood street grid (plenty of connections versus cul-de-sacs)
- Transit routes and stops that are
  - incorporated into current development
  - or factored into future plans
- Public and commercial facilities designed as Transit Targets and community focal points

# Transit-Ready Development

- Regional transit planning, across jurisdictions
- Developer marketing plans that take advantage of transit-supportive strategies
  - Wide range of housing products
  - One-car (or no-car) families
  - Location-efficient mortgages
- 'Early-action' transit service
  - Commuter coaches, Circulator trolleys

# New development – Research Park

## Typical Suburban Research Park Campus





# New development – Research Park Phase & coordinate public/private infrastructure



# New development – Research Park

Initial phase Transit-Ready, urban block structure



# New development – Research Park

Infill on surface lots as demand increases



# Transforming 'Gasoline Alley' Becoming a Transit-Ready neighborhood center



# Transforming 'Gasoline Alley'

## Medians and pedestrian improvements



# Transforming 'Gasoline Alley'

Continue public improvements



# Transforming 'Gasoline Alley'

Mixed-use infill development on individual properties



# Transforming 'Gasoline Alley'

Continue infill development





# Transforming 'Gasoline Alley'

Landscape matures over time



# Transforming 'Gasoline Alley'

Add transit service as market grows



# **Focused investment strategy**

- **Review available funds/projects across all partners (inc private)**
- **Re-purpose \$\$ 'accruing' into multimodal corridor target areas**
- **Target short-term action:**
  - **TDM, operational & access, transit & walk-bike improvements, connect-the-dots links to private investment**
- **Complete the Networks!**

# **'T' is for 'time-out'**

- *'In the meantime' – while the next grand program is developed, approved and funded*
- **Our surface transport program is 95% complete. Let's just finish the job!**
- **'Complete' every street near downtowns, centers, schools, transit stops**
  - Usable sidewalks, bike lanes, trails, comfortable transit shelters
  - Excellent street crossing details
- **Use local delivery program like CDBG**

# Getting started

It takes partners - and clear direction





# Thank you

Harrison Rue  
[hrue@icfi.com](mailto:hrue@icfi.com)  
(919) 293-1647