Walking the talk:
Moving from scenarios to action

Lake Arrowhead Symposium, September 20, 2009

Harrison Rue
A regional action strategy
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
TJPDC 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

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

$\frac{1}{2}$ 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”

- Streetscape
  - Buildings brought to street for enclosure / interest
  - Landscaped medians provide crossing refuge
  - On-street parking protects pedestrians

- Two-lane cross section

- Bus amenities include shelters and by-pass lanes

- Four-lane cross section
The proximity of activities within communities promotes walking and transit.

The proximity of communities to each other makes auto trips shorter.

The network makes travel more efficient by providing multiple travel choices.

Urban Transportation Network Reduces Auto Travel and Congestion.
# How the Regional Scenarios Compare

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

<table>
<thead>
<tr>
<th>Measure / Sustainability Accord</th>
<th>Dispersed</th>
<th>Town Ctr</th>
<th>CoreL</th>
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<td>Transportation Alternatives</td>
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<td>Annual Gallons Gas Consumed (billions)</td>
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<td>121</td>
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<tr>
<td>Conserve Energy</td>
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<td>Pct. Travel Congested</td>
<td>44</td>
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<td>Employment/Education Access</td>
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<td>Water Quality and Quantity</td>
<td>Poor (Red/italics)</td>
<td>Good</td>
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<tr>
<td>Water Quality and Quantity</td>
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*Comparatively worst*
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 crossroad; 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

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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!
Getting started

It takes partners - and clear direction
Thank you

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