WHAT’S NEXT?

Module 6
Transportation investments are powerful and far-reaching.
Transportation’s power

Transportation improvements allow economic growth.

Billions of Miles Traveled

- 0
- 500
- 1,000
- 1,500
- 2,000
- 2,500
- 3,000


Billions of Dollars

- 8,000
- 7,000
- 6,000
- 5,000
- 4,000
- 3,000
- 2,000
- 1,000

Highway VMT
GDP

Smart Growth and Smart Transportation
Frequently, transportation has detracted from quality of life

Destroys resources during construction

Smart Growth and Smart Transportation
Transportation has detracted from quality of life

Changes the character of rural areas

Smart Growth and Smart Transportation
Transportation has detracted from quality of life

Splits communities

Smart Growth and Smart Transportation

Downtown Orlando
Transportation has detracted from quality of life

Harms the environment

Impervious surfaces and water quality

Smart Growth and Smart Transportation
“Land Use …. Is not our business”
FY2003-2009 CONSTRUCTION FUNDING NEEDS

CD/FA/PD/DES/ROW/ERC

$1,279M PROJECTED REVENUE

FIRST YEAR CONSTRUCTION

MULTIPLE YEAR CONSTRUCTION

Fiscal Year

$ Millions

2003 2004 2005 2006 2007 2008 2009
FY2005 - FY2009 Project Pool

PROJECTED SHORTFALLS

FY05: -$809
FY06: -$1,259
FY07: -$1,498
FY08: -$1,333
FY09: -$408

$ Millions
FY2005 - FY2009 Project Pool

Does not include $8 billion in Study and Development
FY2005 - FY2009 Project Pool

Study and Development

Represents only a % of needs
Goal: Affordable

Capital Cost

Community Satisfaction

Conventional Widening

Network Additions
Goal: Sustainable

How Can Land Use Measures Break the Cycle?

- Manage the Demand for Vehicle Trips through Planning
- Control Location of Development
- Implement Access Management

MORE SPECIFIC

LESS SPECIFIC
Transportation must now take responsibility, and help create livable places

“Use your powers for good!”
One movement centered on quality of life:

Smart Growth
What
• Strengthen and direct development towards existing communities
• Foster distinctive, attractive places with a strong sense of place
• Provide a variety of transportation choices
• Create walkable neighborhoods
• Preserve open space, farmland, natural beauty and critical environmental areas

How
• Encourage community and stakeholder collaboration
• Make development decisions predictable, fair and cost effective
Reframing Key Transportation Conventions

Context

Evolution of Integrated Land Use and Transportation Plans
Corridor Design Guidelines – Corridor Design Manual

Corridor Types

<table>
<thead>
<tr>
<th>Land Use Context</th>
<th>Arterials</th>
<th>Collectors</th>
<th>Main Streets</th>
<th>Neighborhood Streets</th>
<th>Farm-to-Market Roads</th>
<th>Bicycle and Pedestrian Trail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Activity Center</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
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<tr>
<td>Village Center</td>
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<tr>
<td>Neighborhood Center</td>
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<td></td>
<td></td>
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<tr>
<td>Neighborhood</td>
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<td></td>
</tr>
<tr>
<td>Rural Cluster</td>
<td></td>
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</tr>
<tr>
<td>Rural Agricultural</td>
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<td></td>
</tr>
</tbody>
</table>
Corridor Design Guidelines - Corridor Types

- Arterials
- Main Streets
- Collectors
- Neighborhood Streets
- Farm to Market Roads
- Bicycle and Pedestrian Trails
Corridor Design Guidelines – Land Use Context

Urban Activity Center

Village Center

Neighborhood Center

Neighborhood

Rural Cluster

Rural Agricultural

Industrial
Corridor Specific Guidelines

## Corridor Type: Arterial

### Land Use Classification: Urban Activity Center

<table>
<thead>
<tr>
<th>Required Element</th>
<th>Minimum Width (feet)</th>
<th>Maximum Width (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb and gutter</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Street and pedestrian scale lighting</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Shade trees</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Transit stops with benches (if service is provided)</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Pedestrian activated crossing signals at signalized intersections</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Bicycle lane or wide outside travel lane</td>
<td>14</td>
<td>14</td>
</tr>
</tbody>
</table>

### Design Elements

- **Vehicle lanes** (when bicycle lane is present): 10 feet
- **Outside vehicle lane** (no bicycle lane present): 14 feet
- **Raised median**
  - Infrequent driveways and intersections: 4 feet
  - Short blocks, left turn lanes: 12 feet
  - Continuous left turn lanes: 11 feet
- **Bicycle lane**: 4 feet
- **Parking lane**
  - With bicycle lane: 7 feet
  - No bicycle lane: 8 feet
- **Planting strip**: 4 feet
- **Sidewalks**
  - On curb: 8 feet
  - Off curb: 6 feet
- **ROW width**: 80 feet

### Design Speed:

- 35 mph - 45 mph

---

Note: Where ROW permits, it is always preferred to provide a bicycle lane.
Corridor Specific Guidelines

Corridor Type: Arterial

Land Use Classification: Rural Agricultural

**Required**
- Grass median
- Paved shoulder

**Optional**
- Striped bicycle lane

<table>
<thead>
<tr>
<th>Design Element</th>
<th>Minimum Width (feet)</th>
<th>Maximum Width (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles bound</td>
<td>16</td>
<td>17</td>
</tr>
<tr>
<td>Paved shoulder + Bicycle lane speed ≤ 45 mph</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>Paved shoulder + Bicycle lane speed &gt; 45 mph</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Median</td>
<td>24</td>
<td>50</td>
</tr>
<tr>
<td>ROW width</td>
<td>100</td>
<td>140</td>
</tr>
</tbody>
</table>

Distance is equal to or greater than required clear zone.
Corridor Specific Guidelines

Corridor Type: Main Street

Land Use Context:
Urban Activity Center/Village Center/Rural Cluster

<table>
<thead>
<tr>
<th>Required</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-street parking</td>
<td>Bicycle lane</td>
</tr>
<tr>
<td>Dbl-outs with landscaping</td>
<td>Cul de sac</td>
</tr>
<tr>
<td>Gutters</td>
<td>Shade trees</td>
</tr>
<tr>
<td>Pedestrian scale lighting</td>
<td>Shelters at bus stop</td>
</tr>
<tr>
<td>(if served by transit)</td>
<td>Pedestrian crosswalk treatment</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Design Element</th>
<th>Minimum Width (feet)</th>
<th>Maximum Width (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle lane width</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>Bicycle lane</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Parallel parking</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>- with bike lane</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>- without bike lane</td>
<td>19</td>
<td>20</td>
</tr>
<tr>
<td>Angled parking</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>- length</td>
<td>9.1</td>
<td>11</td>
</tr>
<tr>
<td>- width</td>
<td>9.1</td>
<td>11</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>8</td>
<td>15</td>
</tr>
<tr>
<td>ROW width</td>
<td>56</td>
<td>82</td>
</tr>
</tbody>
</table>

Parking Options
Parallel Parking
- Side walk 5' 7' 9'
- Parking 10' 11'

Front End Angled Parking
- Side walk 5' 7' 9'
- Parking 10' 11'
- Travel lane 20' 10'

Rear End Angled Parking
- Sidewalk 8' 9'
- Parking 7' 10'
- Travel lane 10' 11'

Sidewalk Options
Stroll
Allows for 2-way pedestrian travel and amenities such as benches and trash receptacles.

Plaza
Provides space for outdoor dining or cafe.

Design Speed: 25-30 mph

Note: Width of parking lane may be measured from curb and may include all or portion of the gutter.
Corridor Specific Guidelines

Corridor Type: **Neighborhood Street**

Land Use Context: Neighborhood/Neighborhood Center

<table>
<thead>
<tr>
<th>Required</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curbed and gutter</td>
<td>Brick pavement</td>
</tr>
<tr>
<td>On-street parking</td>
<td>Neckdowns at intersections</td>
</tr>
<tr>
<td>Pedestrian scale lighting</td>
<td>Bulbouts</td>
</tr>
<tr>
<td>Planting strip</td>
<td></td>
</tr>
<tr>
<td>Shade trees</td>
<td></td>
</tr>
<tr>
<td>Sidewalks</td>
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<table>
<thead>
<tr>
<th>Design Element</th>
<th>Minimum Width (feet)</th>
<th>Maximum Width (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cartway (includes gutter)</td>
<td>16</td>
<td>26</td>
</tr>
<tr>
<td>Planning strip</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>ROW Width</td>
<td>36</td>
<td>58</td>
</tr>
</tbody>
</table>

Note: In neighborhood centers with high activity uses such as schools, parks, and churches, 6’ sidewalks are required.
Master Planning Process

Step 1: Define Study

Step 2: Define Context

Step 3: Visioning

Step 4: Design

Step 5: Implementation
For America’s Big Retailers,
Small Is Beautiful, Sometimes

How Wal-Mart
Became
Small-Mart

Pushed by smaller rivals, Wal-Mart created Neighborhood Markets to offer more convenient shopping to those too rushed or too weary to roam the much larger Wal-Mart stores.

Source: Wal-Mart

By CONSTANCE L. HAYS

After carpeting the country with stores measuring 150,000 square feet or more, retailers are discovering that people do not always have the time or the inclination to get all the way through them.

Yes, the abundance of a 200,000-square-foot Wal-Mart Supercenter is impressive: the equivalent of four football fields of stuff. And sure, it’s handy to be able to buy just about everything at a single 175,000-square-foot SuperTarget. But at the same time, time-pressed shoppers, particularly millions of aging baby boomers, are sometimes finding these stores to be too large, too inconvenient and too tiring to get all the way through.

And the big-box retailers have noticed. Wal-Mart Stores has been aggressively opening scaled-down versions of its Supercenters — less than one-quarter their size — called Neighborhood Markets. So far the company has built 46 smaller stores scattered through Oklahoma, Arkansas, Texas, Mississippi and Tennessee; a handful opened in Florida, Alabama and Utah in the past week.

Retail analysts have taken to calling them Small-Marts.

In Brooklyn, Home Depot has opened a shrunken version of its usual model. Other retailers, including Toys “R” Us and Staples are retrofitting stores to make them smaller, cozier and more intimate, qualities the big-box format was supposed to displace. “Customers are demanding respect for their time,” said David M. Szymanski, director of the Center for Retailing Studies at Texas A&M University. “One way to respond to that is to offer formats that cater to that.”

Leisa Still suffers at times from big-store fatigue. Ms. Still,

Continued on Page 2
“Put the Fat Chicken Out Front” – David Butterfield
Initial Approach to CSD

- Preferred
- Conventional 4/6 Lane
- Sidewalks
- Bike Lanes
- Landscaping
- Access Control

Capital Cost vs. Community Acceptance
Goal: Affordable

Capital Cost

Community Satisfaction

Conventional Widenings

Network Additions
Seminar Framework

State Policies

Regional Coordination

Project Implementation

Local Land Use Controls
WHAT IS IDEAL

STATE
- Transportation Needs
- Economic Development
- Resource and Asset Management

REGIONAL
- Transportation Needs
- Economic Development
- Resource and Asset Management

COMMUNITY
- Transportation Needs
- Land Use and Development
- Economic Development
- Neighborhood Stability
- Social Equity
- Livability

Greater Flexibility in managing resources and defining needs

An understanding of what each needs and the impacts of one on the other; local plans that define responsible land use

Land use and land development codes that support a regional vision; regional priorities that acknowledge local needs

PROJECT DEFINITION
State Initiatives

Statewide Coordination, Communication, and Education
- Joint planning commissions
- Interagency land use team
- State planning board
- Forum on transportation investments

Support / Fund Regional Vision Plans, Local Initiatives
- Regional Blueprint Planning Program
- Cool Cities
- Walkability audits

Direct Where State Funds are Spent
- Policy to direct State facilities into urban areas
- Safe routes to school
- “Cool Cities”

Direct What State Funds are Spent on
- “Fix-it-first”
- “Right-sizing” ; “Giving Communities What They Want”
- Practice Context Sensitive Design
- Update design manual, staff training
- Invest in local road network, connectivity
- Accept we can’t/shouldn’t always build our way out of congestion
Regional Initiatives

Financial Incentives
- Matching grant programs for smart growth projects: public and private investments

Education
- Forums, symposium, workshops
- Toolbox
- Communicate options: transportation, land use, form, design
- Credible, understandable analysis

Provide Forum for Regional Communication
- Stakeholder working group
- Convene leaders to discuss land use / transportation
- Build relationships
- Land use decision-makers on transportation planning boards

Create / Sustain A Shared Regional Vision
- Very long range, 40-50 years
- Process: Inclusive, broad based, high-level community ownership, elected leaders, options reflect community values
- Prioritized project based on vision
- Design projects based on vision
Project Implementation

Tailor Process For Each Unique Community/Corridor
- Inclusive
- Stakeholder interviews, listen
- Time/$ to fully understand community before starting design
- Community design workshops –hands-on, visual
- “Giving Communities What They Want”; early victories

Communities Create and Codify Land Use Design Plan
- State provide funding, staffing, expertise
- Develop community alternatives not just project alternatives
- Communicate – visual tools
- Create land use design plan to guide public and private investment
- Condition State investment on community implementing the design plan (true partnership)

Use Context Sensitive Design
- Design facilities to reflect community land use design plan
- Allow context to determine facility design
- Update state design manual; institutionalize process

Invest In Network Connectivity
- Leverage private investment in site roadways to create network
- Build network that reflects community land use design plan
- Fund local road network
Back to Prosperity

A Competitive Agenda for Renewing Pennsylvania

The Brookings Institution Center on Urban and Metropolitan Policy
Voters: No tax for roads

What's Next
Tax's defeat means leaders must seek new traffic fixes

By SCOTT POWERS
SENTINEL STAFF WRITER

The spectacular implosion of the Mobility 20/20 transportation plan Tuesday will force Orange County and Orlando leaders to find a new way out of the region's gridlock.

But Tuesday night, the political patrons of the half-cent sales tax acknowledged they have no road map.

"There is no Plan B," said Orlando Mayor Buddy Dyer. After results showed the tax had failed by a vote of 54 percent to 46 percent.

That means the county, its cities and the Florida Department of Transportation are stuck with Plan A, a less ambitious slate of improvements in place before the Mobility 20/20 ideas were pitched.

But that plan, which included an exit for more than a decade and no money for rail transit, is essentially dead, according to the mayor and virtually all hope turns to any big federal grants.

"Maybe tomorrow when people are sitting in traffic, they'll say, 'Damn, maybe I should have voted for it," said Dick Batchelor at the Mobility 20/20 headquarters, where the crowd had dwindled to about a dozen people by 9 p.m.

"The voters of Orange County have spoken," Orange County Chairman Rich Crovetti said.

Neither he nor Dyer would entertain suggestions that they would bring another transportation package before.

Concede, Orlando Mayor Buddy Dyer (left) and Orange County Chairman Rich Crovetti admit defeat at Mobility 20/20 headquarters Tuesday.

Even strong city-county cooperation could not sell voters on a road tax to build roads. Dyer said there is not a Plan B for congestion.

Backers blame loss on I-4 toll lanes, rail

By MARK SCHLIER
SENTINEL STAFF WRITER

Voters force-fed a stunning defeat to Orange County's political, business and community leaders Tuesday, sending a transportation initiative to the ballot.

The Mobility 20/20 plan — a comprehensive list of road, rail, sidewalk and bikeway projects — went down 53,310-45,330, a margin of 7,974 votes, 54 to 46 percent.

More than 22 percent of Orange County's registered voters went to the polls, a significant numbers for a ballot with only a single question.

The loss came after pro-tax supporters lined up unprecidented support among the area's elite and sold their plan with a record $1.5 million campaign cash. The defeated critics of the plan — an elite supporters struggling to understand what went wrong.

"What this was really about was the government's continued to tell the citizens what to do but the government offers the opportunity for citizens to make the ultimate decisions. They decided. I respect that," said Orange County Chairman Rich Crovetti, the plan's chief architect and biggest booster.
“Trying to cure traffic congestion with more capacity is like trying to cure obesity by loosening your belt”

- Glen Heimstra, Futurist
Land Use/Transportation

**Land Use**
- Anticipate
- Manage Intensity
- Influence Form
  - Land Use
  - LDR’s

**Travel**
- Generates
- Forecast
  - Feedback
  - Inform, Not Dictate

**Road Capacity**
- ACCOMMODATE
- Network
- Community Centered
Land Use/Transportation

Road Design

Travel

Land Use

- Lead Land Use
- Condition Protects
- Manage Supply
Transportation has detracted from quality of life

Smart Growth and Smart Transportation
Questions to Ask Yourself...

What is the problem we are trying to solve?

Do I have enough information to understand what the problem is and the potential range of solutions? What is the vision of the area?

What is the role of the road today and in the future? Who are the users?
Questions to Ask Yourself…

What is the context of the road today? What will the context be in the future?

Is it a transportation problem or a land use? Who can help?
Questions to Ask Yourself…

What are the potential transportation and land use solutions?

How can I get out in front of future problems?