ACHD Transportation-Land Use Integration Plan (TLIP)

City of Boise Meeting
August 3, 2006

City of Boise Update – Agenda
- History & Overview
- Goals & Objectives of the Study
- Livability
- Context
- Land Use Connection
- Work Plan & Schedule

Overview

History & Overview

CONSULTANT TEAM

Goals & Objectives
Study Goals

- Create Better Street Designs
- Accommodate All Users
- Assure a Match Between Transportation and Land Use
- Reduce Conflict and Acrimony
- Make Boise Better!

What makes Boise Great

Restaurants and Nightlife
Outdoor Recreation
Culture
Sports
Neighborhoods

Policy Goals

- Transportation Systems Should Support Boise’s Active Lifestyle
Reframing Key Transportation Conventions
DESIGN SPEED: Speed / Flow Relationship

30 mph  25 mph
20 mph  15 mph
Reframing Key Transportation Conventions

**DESIGN SPEED - Roadway Safety**

- **SPEED**
  - p (killing pedestrian)
- 15 mph: 3.5%
- 31 mph: 37.0%
- 44 mph: 83.0%

**DESIGN SPEED - Speed / Flow Relationship**

- **Maximum Volume 25 - 30 Miles Per Hour**
- **Free flow Condition**

**Context**

Physical

**Functional Classification**

Evolution of Integrated Land Use and Transportation Plans
Reframing Key Transportation Conventions
Context

TRANSITION FROM RURAL TO URBAN

TRANSITION WITHIN AN URBAN CONTEXT
“A More Complete Process”

Determine Functional Classification
- Hierarchy & Functional Class
- Context

Establish Design Controls
- Design Traffic
  - Role of the Regional Model
  - Consider All System Users
  - Defining the Context – Network and Mode Choice
  - State of the System
- Reframing the Network – Capacity & Travel Time

Design Speed
- Target Speed To Context
- Minimums vs. Maximums
- Freight Routes
- Ultimate vs. Design Speeds
- Safety / Roadway Design

Fit Design Elements
- Roadway Design Standards
  - Geometric (Sight Distance / Stopping Distance)
  - Design Considerations
  - AASHTO Design Guidelines
  - State and Local Design Standards
  - Design Variations and Exceptions

Land Use
Land use and transportation are intertwined.

Create walkable neighborhoods.

Slide #: 45
Implementing the Land Use/Transportation Connection
Form-based codes allow zoning and land use control to focus on the relationship of buildings to streets rather than separating uses into parts of the map.

Slide #: 46
Implementing the Land Use/Transportation Connection
Columbia Pike – Arlington, VA
Street/transportation concerns are based on block sizes and driveway density, not design speed, or functional classification (for vehicles):
- 400 foot maximum block face
- Curb cuts for driveways at least 200 feet apart

Building envelope standards linked to street type:
- Main streets
- Avenues
- Local streets
- Neighborhood streets
Columbia Pike – Arlington, VA
The goal is the creation of a healthy and vital public realm through good street space.

Source: Steve Price/Urban Advantage

Columbia Pike – Arlington, VA
The goal is the creation of a healthy and vital public realm through good street space.

Source: DMJM + Harris/AECOM

Columbia Pike – Arlington, VA
Tying building types to streets establishes the relative importance of different districts

Source: Dover Kohl and Partners

Buildings are designed for towns and cities, not simply to carry out the separated functions of a two-dimensional map.

Source: Geoffrey Ferrell Associates

Columbia Pike – Arlington, VA
The code also specifies:
- Height
- Building siting
- Elements (façades, windows, etc.)
- Internal use (ground floor for retail, upper floors for residential, etc.)
Functional Classification

What is Functional Classification?  
Why is it needed?

“The Standard Process”

Define Roadway Type  
Hierarchy & Functional Class

then

Establish Design Controls  
Design Traffic (How Many Cars)  
Design Speed (How Fast Can They Go)

then

Fit Design Elements  
Roadway Design Standards  
- Geometric (Sight Distance / Stopping Distance)  
- Sidewalks  
- Design Standards – Trees / Parking / Transit Stops  
- MUTCD Design Guidelines  
- State and Local Design Standards  
- Design Variations and Exceptions

These Effectively Describe the VEHICULAR Function of the Street