

ACHD
Transportation-Land Use Integration Plan

ACHD Transportation-Land Use Integration Plan (TLIP)

City of Boise Meeting
August 3, 2006

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City of Boise Update - Agenda

- History & Overview
- Goals & Objectives of the Study
- Livability
- Context
- Land Use Connection
- Work Plan & Schedule

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History & Overview

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History & Overview

- ✓ Communities-In-Motion
- ✓ Blueprint for Good Growth

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CONSULTANT TEAM

Andy Mortensen
Project Manager
Transportation Policy Planner

Technical Component

- Travel Demand Modeling (1240)
 - Daney Stefanak, PE
 - Brent Turley, PE
- Needs Analysis & Streets Plan
 - Andy Mortensen
 - Brent Turley, PE

Policy Component

- Functional Classification & Street Typology (1240)
 - Dale Surant - Facilitation
 - City Roles AICP
 - Andy Mortensen
 - Dan Orosko, PE
- Livable Street Design (1240)
 - Walter Aulak, PE - Facilitation
 - Paul Moore, PE
 - Dan Orosko, PE
- Blueprint for Good Growth Coordination (1240)
 - Michael Lauer, AICP

Community Involvement / Support & Coordination

- Mike Pepper

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Goals & Objectives


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Study Goals

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

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What makes Boise Great

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Restaurants and Nightlife

Outdoor Recreation

Culture


Sports

Basque Museum Cultural Center

Neighborhoods

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WHY DO CITIES EXIST?



ACCESS

MOBILITY

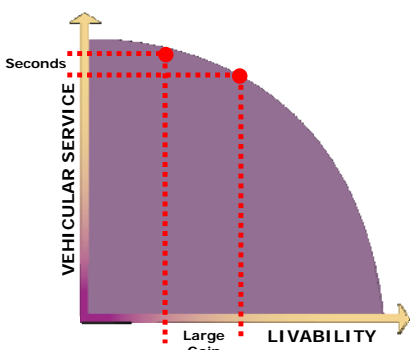
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Policy Goals

- Transportation Systems Should Support Boise's Active Lifestyle

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Street Size

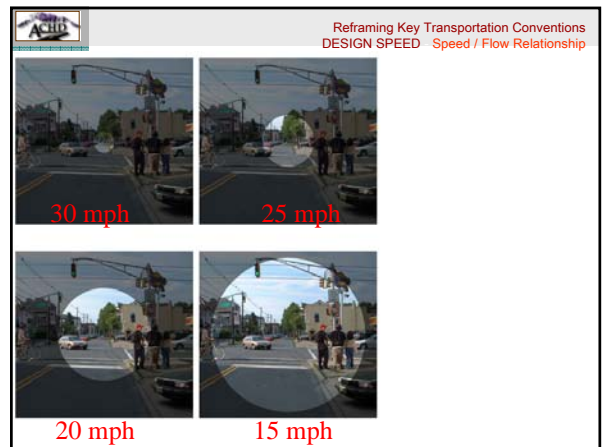


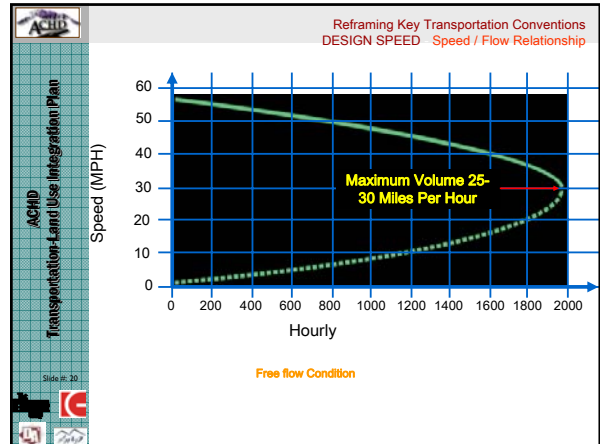
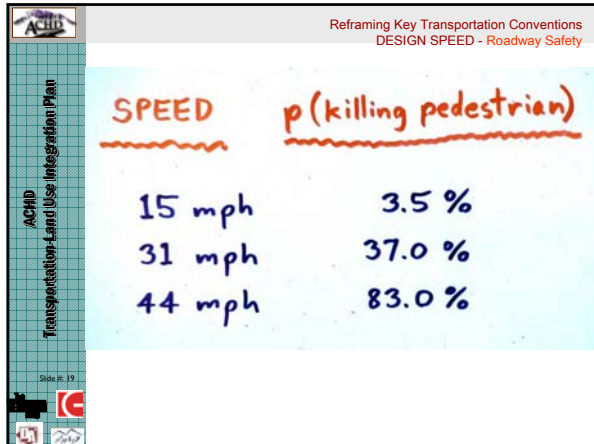
VEHICULAR SERVICE

Seconds

Large Gain

LIVABILITY

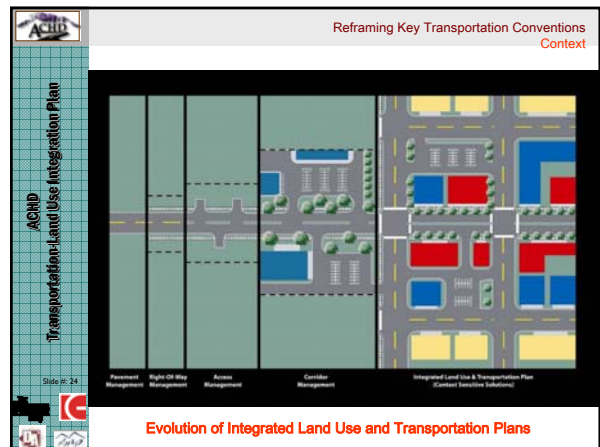
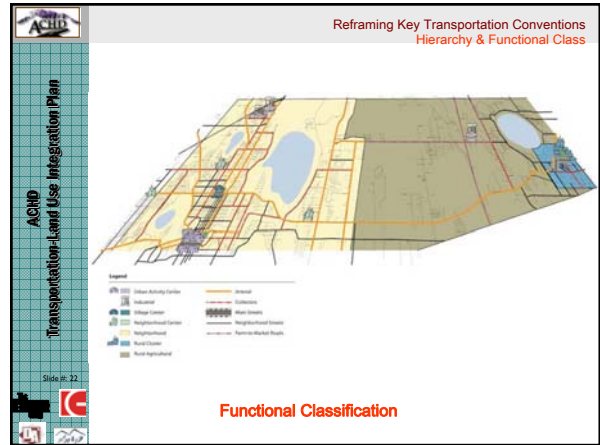




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Physical
Context

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Reframing Key Transportation Conventions
Context

T1 T2 T3

T4 T5 T6

Rural-to-Urban Transect

Drawings by James Wassell

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Reframing Key Transportation Conventions
Context

Frontage Elements

Address Street Enclose Street

Building Siting

Random On Premise

Parking Individual Park-Once

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Reframing Key Transportation Conventions
Context

Network Elements

500-800' 300-500'

Street Spacing

Private, Uncontrolled Shared Controlled

Street Access Alley

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Reframing Key Transportation Conventions
Context

50 mph 35 mph

45 mph 35 mph School Zone

40 mph 25 mph School Zone

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Context

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TRANSITION FROM RURAL TO URBAN

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Reframing Key Transportation Conventions
Context

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TRANSITION FROM RURAL TO URBAN

Reframing Key Transportation Conventions
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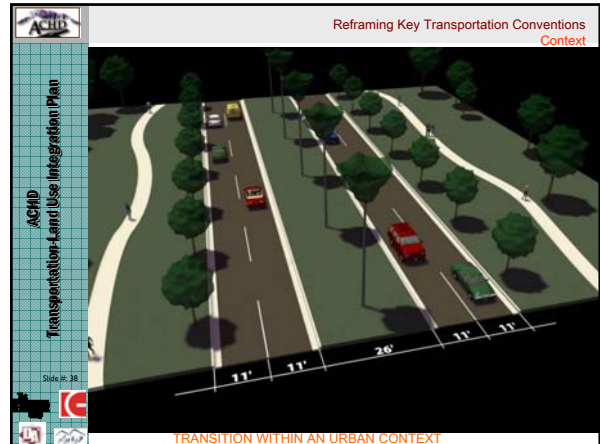
TRANSITION FROM RURAL TO URBAN

Reframing Key Transportation Conventions
Context

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TRANSITION WITHIN AN URBAN CONTEXT



Reframing Key Transportation Conventions

"A More Complete Process"

Determine Functional Classification

Hierarchy & Functional Class
and
Context

then

Establish Design Controls

Design Traffic

- The Role of the Regional Model
- Understanding the Travel Patterns - Trip Types
- Consider All System Users
- Defining the Context - Network and Mode Choice
- Role of Micro-Simulation
- Interpreting the Results - Capacity & Travel Time

Design Speed

- Target Speed To Context
- Minimums vs. Maximums
- Freight Routes
- Roadway Safety For All Users
- Speed / Flow Relationship
- Speed & Roadway Geometrics

then

Fit Design Elements

Roadway Design Standards

- Geometric (Sight Distance / Stopping Distance)
- Dimensions
- Design Elements - Trees / Parking / Transit Stops
- AASHTO Design Guidelines
- State and Local Design Standards
- Design Variances and Exceptions

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Reframing Key Transportation Conventions
DESIGN ELEMENTS Dimensions

CORRIDOR TYPE: COLLECTOR STREET

LAND USE CONTEXT: URBAN ACTIVITY CENTER

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Reframing Key Transportation Conventions
DESIGN ELEMENTS Dimensions

CORRIDOR TYPE: COLLECTOR STREET

LAND USE CONTEXT: RURAL AGRICULTURAL/INDUSTRIAL

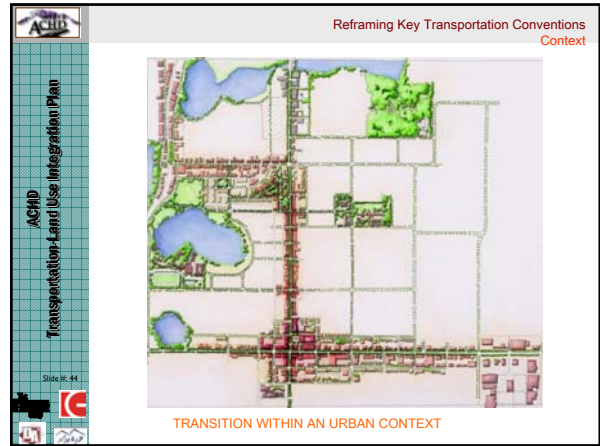
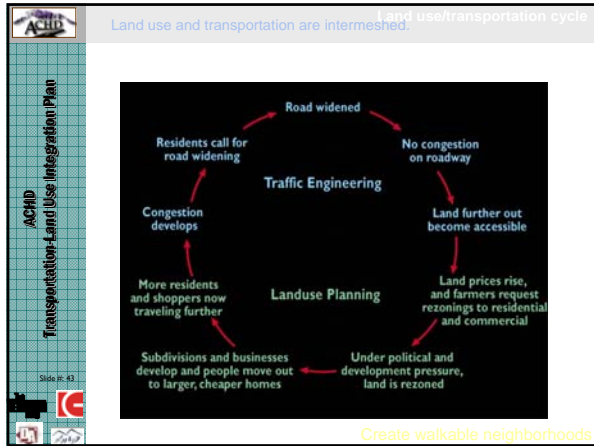
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Land Use

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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

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Source: Geoffrey Farrell Associates

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

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Implementing the Land Use/Transportation Connection

Columbia Pike – Arlington, VA

B. BUILDING ENVELOPE STANDARDS: MAINSTREET SITES

C. BUILDING ENVELOPE STANDARDS: AVENUE SITES

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Implementing the Land Use/Transportation Connection

Columbia Pike – Arlington, VA

D. BUILDING ENVELOPE STANDARDS: LOCAL SITES

E. BUILDING ENVELOPE STANDARDS: NEIGHBORHOOD SITES

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Implementing the Land Use/Transportation Connection

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

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Implementing the Land Use/Transportation Connection

Columbia Pike – Arlington, VA

The goal is the creation of a healthy and vital public realm through good street space.

Source: DMJM + Harris/ACOM

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Implementing the Land Use/Transportation Connection

Columbia Pike – Arlington, VA

Tying building types to streets establishes the relative importance of different districts

Source: Dover Kohl and Partners

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Implementing the Land Use/Transportation Connection

Columbia Pike – Arlington, VA

Tying building types to streets establishes the relative importance of different districts

Source: Geoffrey Ferrell Associates

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

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Implementing the Land Use/Transportation Connection

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.)

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SCHEDULE

Task	Start	End
Develop Street Functional Classification Policy & Map	June 2006	April 2007
Develop Livable Street Standards	June 2006	April 2007
Refine COMPASS Model and Run ACHD Staff	June 2006	April 2007
Conduct Long-Term Needs Analysis	June 2006	April 2007
Develop Major Streets Plan	June 2006	April 2007
Local Adoption & Implementation	June 2006	April 2007
ACHD Adoption & Implementation	June 2006	April 2007
Develop & Coordinate the Community Involvement Program	June 2006	April 2007

Key: WORKSHOPS & MEETINGS

Activity	Count
Public Master Interviews	2
Stakeholder Workshops	4
Community Workshops	10
Public Meetings	14

Intermediate Work Products (Milestones)

Task	Count
Draft Livable Streets Design Guide & Functional Classification Policy & Map	1
COMPASS Model Refinement & ACHD Staff Training	2
Long-Range Transit & Non-Automated Street Needs & Cost: LOS Policy	3
Final Livable Streets Design Guide & Functional Classification Policy & Map	4
ACHD Major Streets & Funding Plan, Neighborhood Traffic Management plan & Handbook, Corridor Preservation Plan	5

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