Transportation, Mobility and Sustainability
Transportation, Mobility, Sustainability

- Assets
- Opportunities
- Priorities
Assets
Assets

• Narrow Residential Streets
• Small Lot Density
• Riparian Corridors, Green Space
• Tree Canopy
• Sidewalk Network
• Residual Roadway Capacity
• Location, Location, Location
Narrow Streets

Cheyenne, WY

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Assets

Small Lot Density

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Assets

Riparian Corridors, Green Space

West Creek

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Assets

Tree Canopy

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Assets

Residual Roadway Capacity

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Assets

Location, Location, Location
Opportunities
Opportunities

• Reallocation of Street Space
• Burying Utilities
• Protecting Commercial Alleys
• Encouraging Pedestrians
• Developing Networks
• Encouraging Green Density
• Neighborhood Commercial Centers
• Setting the Stage for Transit
Reallocation of Street Space

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Road Diets
Road Diet Objectives

• Improved safety
  – Traffic
  – Pedestrians
  – Bicycles

• Space
  – On-street parking
  – Bicycle lanes
4-Lane to 3-Lane Conversion

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### Iowa DOT Road Diet Safety Study 2005

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**6,000 – 36,000 vpd**
Average Daily Traffic

Ridge Road

25,387

21,368
Burying Utilities
Commercial Alleys
Encouraging Pedestrians
Encouraging Pedestrians

• What is required by pedestrians?
• What are highest value investments?
Pedestrians don’t choose to walk based on facilities; they choose to walk based on environments.
Pedestrians

What Pedestrians Require

• Security – lighting, activity, law presence
• Safety – street crossings, sidewalks
• Destinations – places, identity
• People – people watching
Pedestrians

Highest Value Investments

• Crosswalks
• On-street parking
• Narrow streets
Networks

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Network Characteristics

- All modes: bike, motor vehicle, transit
- Connectivity
- Redundancy
- Capacity
Network Benefits

- Encourage redevelopment
- Circulation, access
- Public safety, emergency response
- Walkability

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Guide to the new Pearl

Portland Tribune
September 2003
- Simple routes
- High frequency service
- Neighborhood scale vehicles
Green Density
EPA Research on Smart Growth & Water

**Scenario A:**
1 unit/acre

Impervious cover = 20%
Runoff/acre = 18,700 ft³/yr
Runoff/unit = 18,700 ft³/yr

**Scenario B:**
4 units/acre

Impervious cover = 38%
Runoff/acre = 24,800 ft³/yr
Runoff/unit = 6,200 ft³/yr

**Scenario C:**
8 units/acre

Impervious cover = 65%
Runoff/acre = 39,600 ft³/yr
Runoff/unit = 4,950 ft³/yr
Accommodating the eight houses at varying densities

**Scenario A: 1 unit/acre**
- Impervious cover = 20%
- Total runoff = 149,600 ft³/yr
- Runoff/house = 18,700 ft³/yr

**Scenario B: 4 units/acre**
- Impervious cover = 38%
- Total runoff = 49,600 ft³/yr
- Runoff/house = 6,200 ft³/yr

**Scenario C: 8 units/acre**
- Impervious cover = 65%
- Total runoff = 39,600 ft³/yr
- Runoff/house = 4,950 ft³/yr
Setting Stage for Transit
Required for Transit Corridors

- Dense, mixed-use nodes
- Walkable environments within ½ mile
- Ability to manage parking
Suggested Priorities
Suggested Priorities: Don’t

• Lose commercial alleys
• Close streets, lose connectivity
• Lose density
• Lose street trees

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Suggested Priorities: Do

• Identify small number of neighborhood commercial centers:
  – Create ¼-mile pedestrian districts
  – Create on-street parking
• Develop a bicycle system plan to leverage your trail network