

# Transportation Design FOR Communities

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Atlanta, GA  
May 11-12, 2006

## Transportation Design for Communities

*Hosted by the Center for Quality Growth and Regional Development at  
the Georgia Institute of Technology*

### Module 5: Implementation Tools: Land Use & Transportation

May 12, 2006     Atlanta, GA

Instructor: Troy Russ, AICP

Module 5 will discuss the implementation process from both a public and private perspective. A properly executed community design process that engages vested stakeholders will result in community consensus and political support for most initiatives. This module will outline the needed implementation steps for moving beyond vision to reality. Both short-term partnership and funding opportunities for public initiatives will be discussed as well as longer-term land development regulations and incentives packages needed for contributing private investment.

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# Transportation Design for Communities

Executive Seminar

## MODULE 5: Implementation Tools – Land Use & Transportation



Prepared by:

**Urban Design & Transportation Studio**

Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.

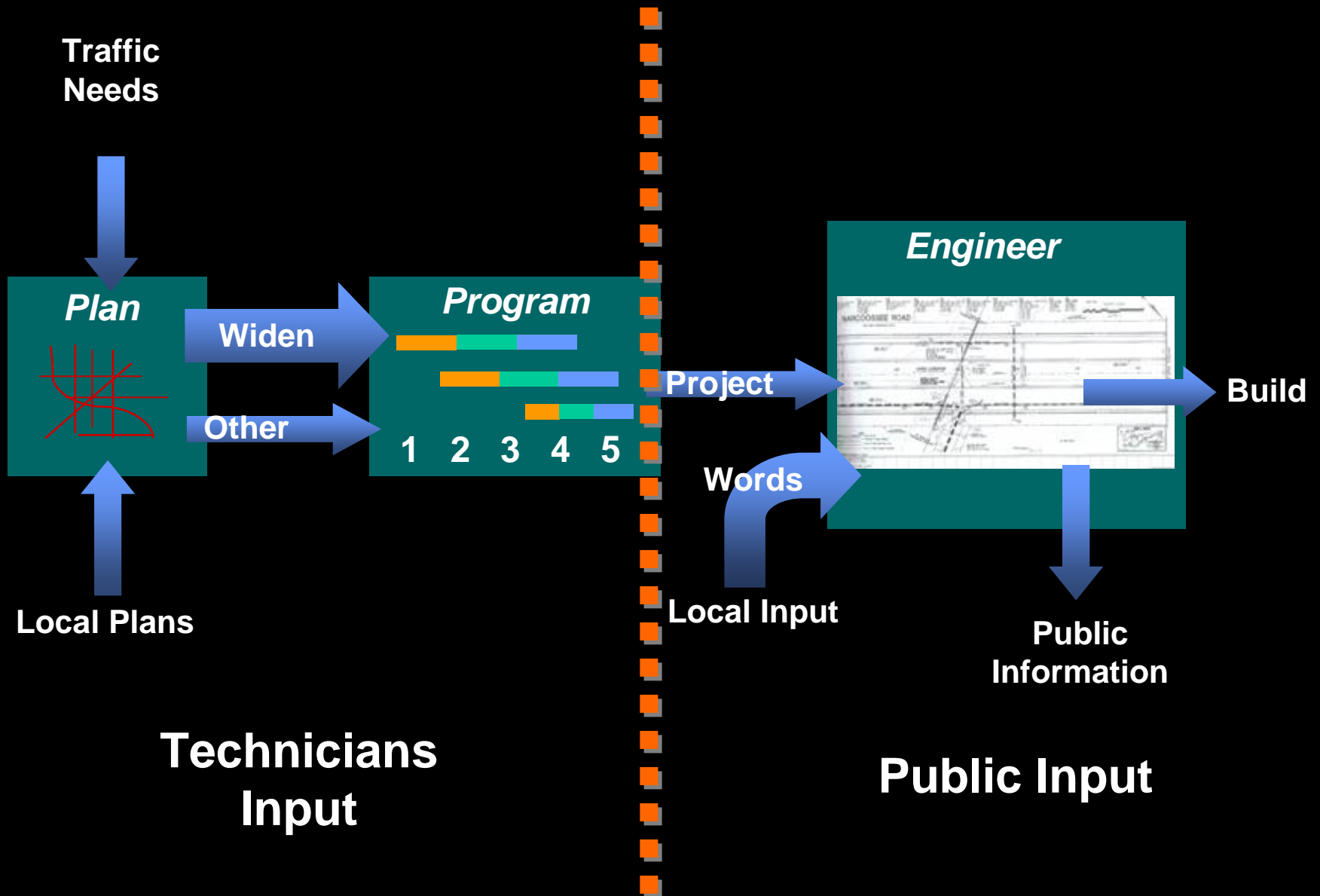


Georgia Institute of Technology

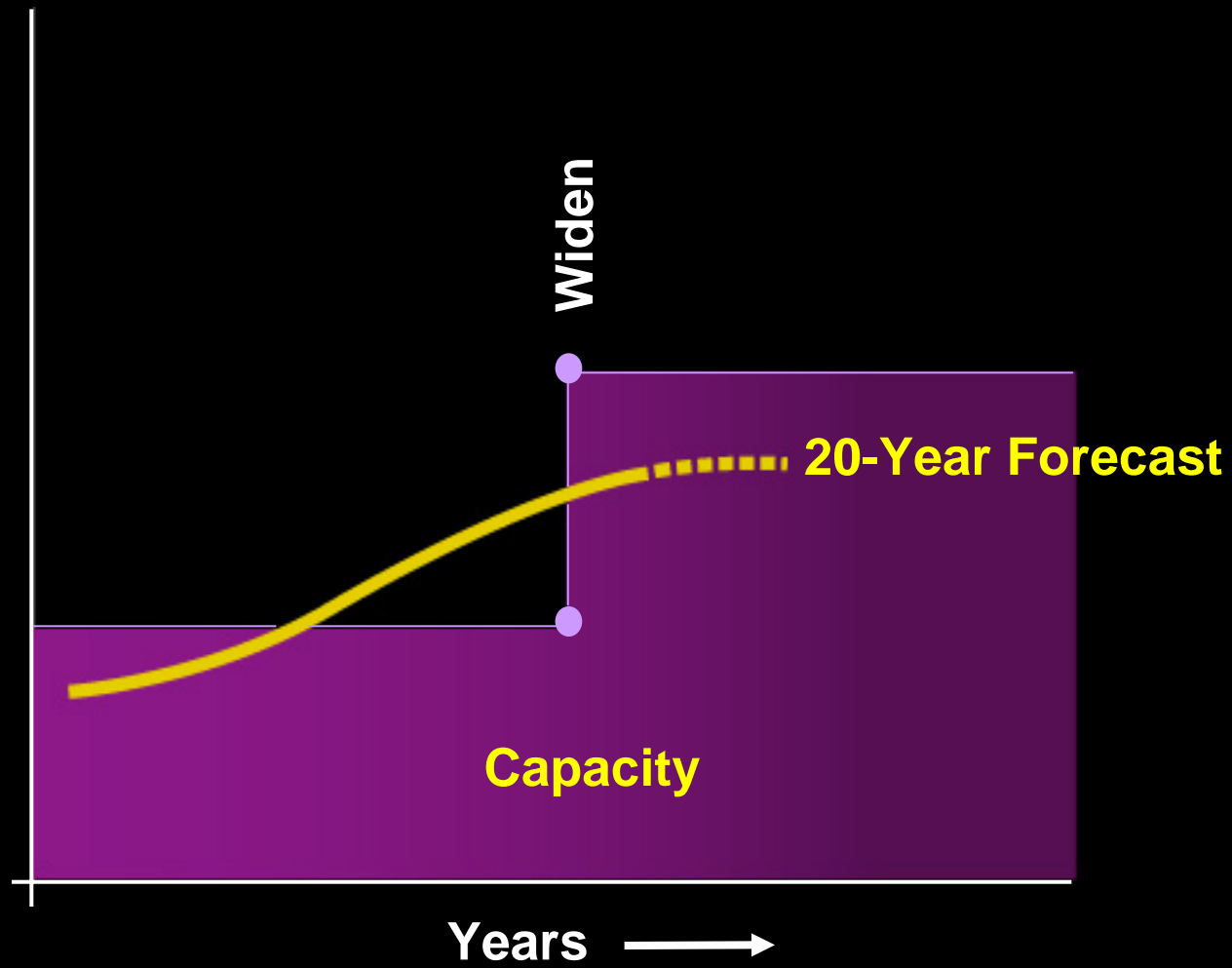
Center for Quality Growth & Regional Development

May 12, 2006

# Typical Input Model

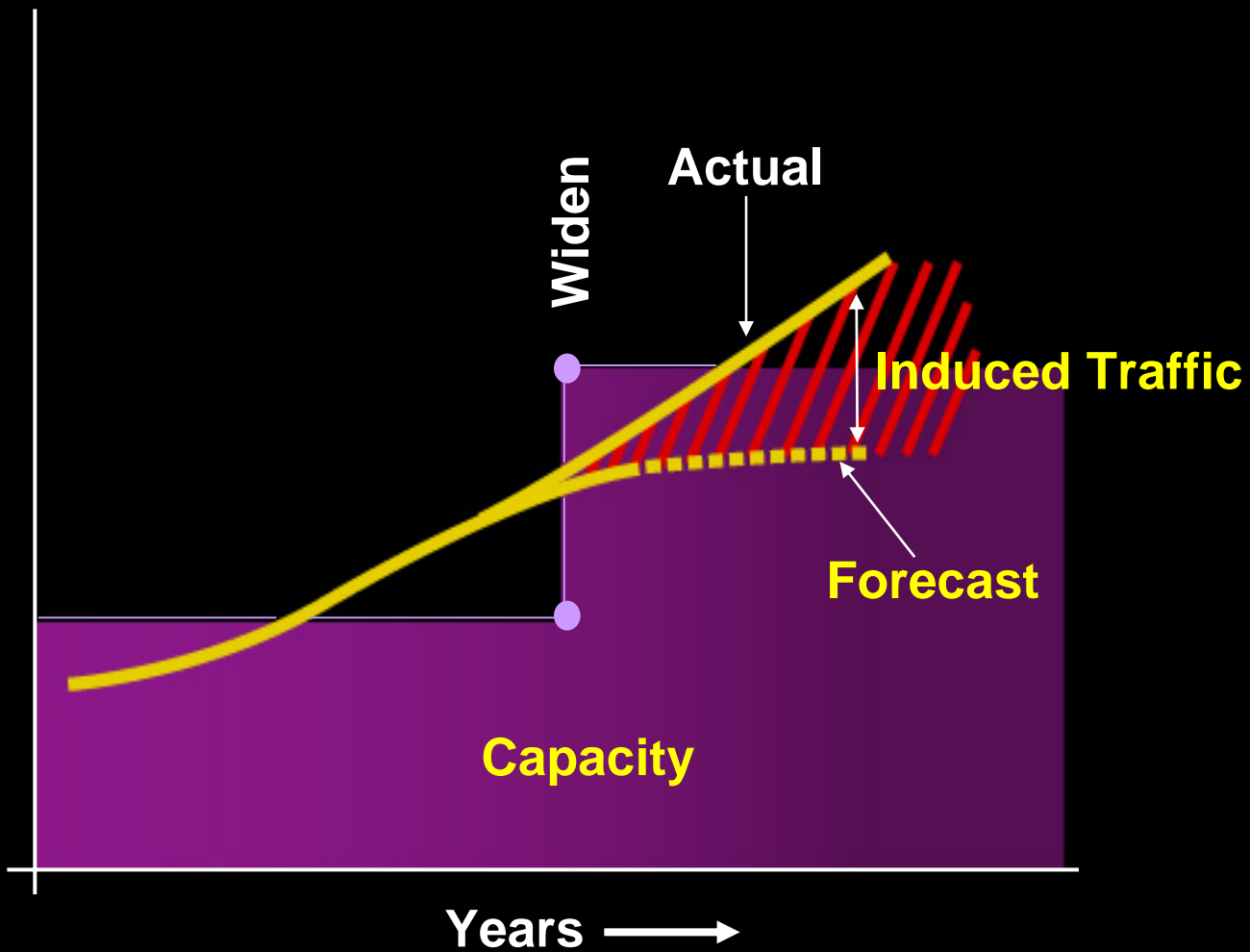


## Ideal Traffic Planning

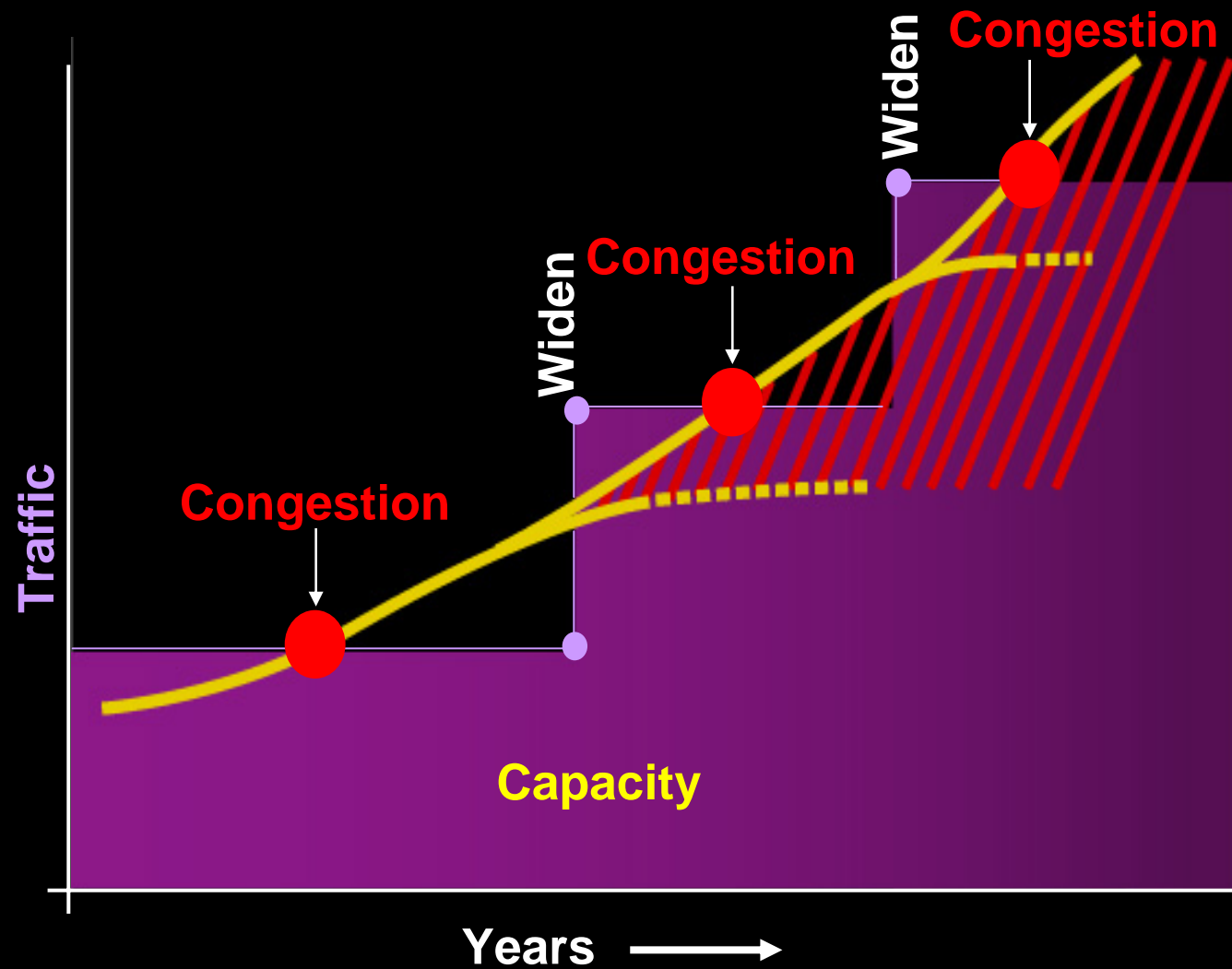




## Traffic Planning: The Reality



## Road Size, Not Congestion, is the Choice



“Let us not depend on a mathematically extrapolated future which at best can be nothing more than an extension of what existed before. Let us embrace one of the most important concepts of mankind, that the future is what we make of it.”

Edmund Bacon,  
*The Design of Cities*, 1969

# Integrated Process

Public Input  
Throughout

**Business  
Neighborhoods  
Visitor Needs**

**Traffic Needs**

*Plan*

***Vision  
Plan***

**Widen**

**Other**

**Partners**

*Program*

1 2 3 4 5

**Project**

**Words**

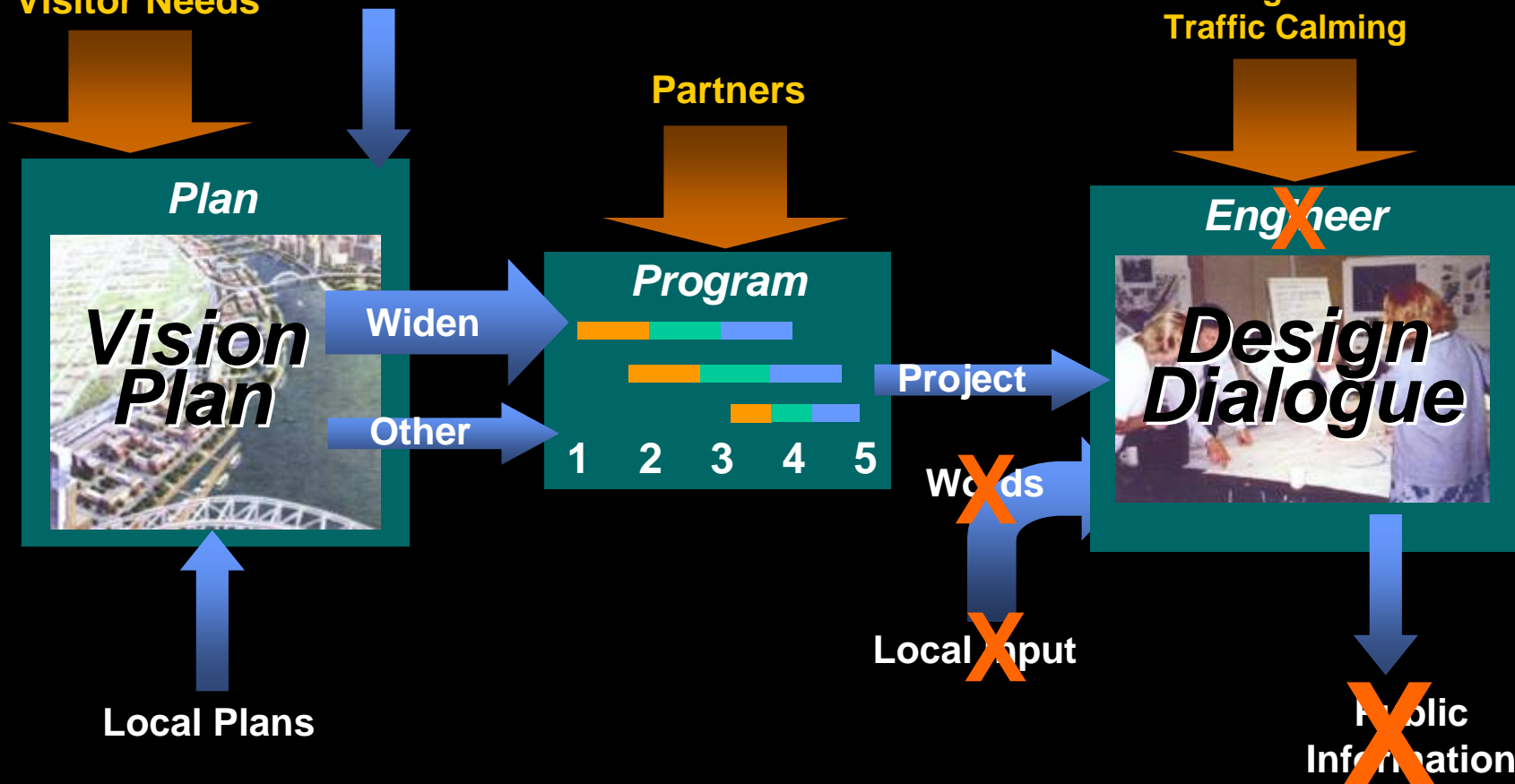
**Local Input**

**Connections  
More Small Roads  
Less Travel  
Bike Routes  
Sidewalks, Trees  
Great Streets  
Great Neighborhoods  
Traffic Calming**

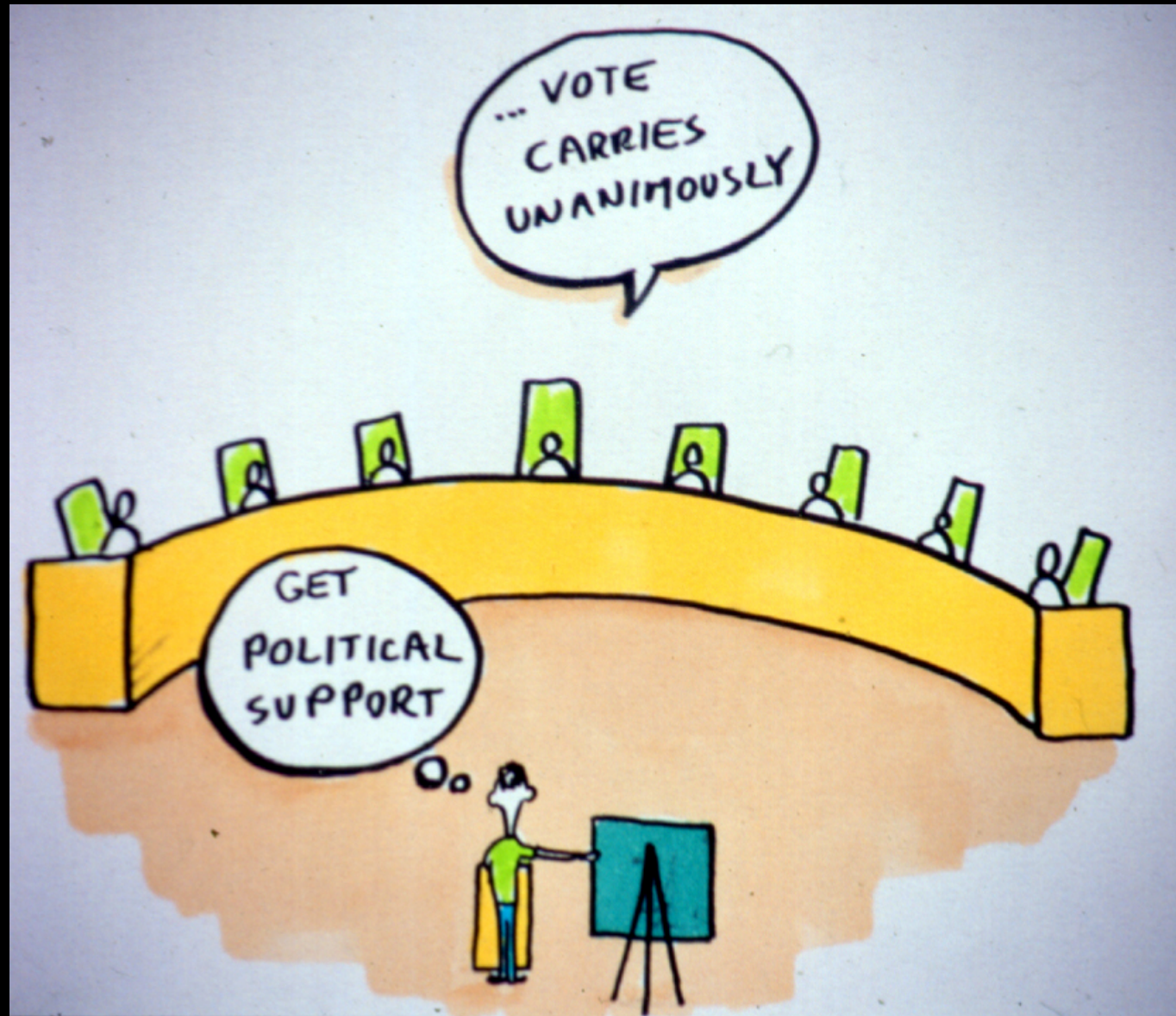
***Engineer***

***Design  
Dialogue***

**Public  
Information**



## Reframing Key Transportation Conventions







# Transportation Urban Design Plan

## US 17/92

## *Current Context*

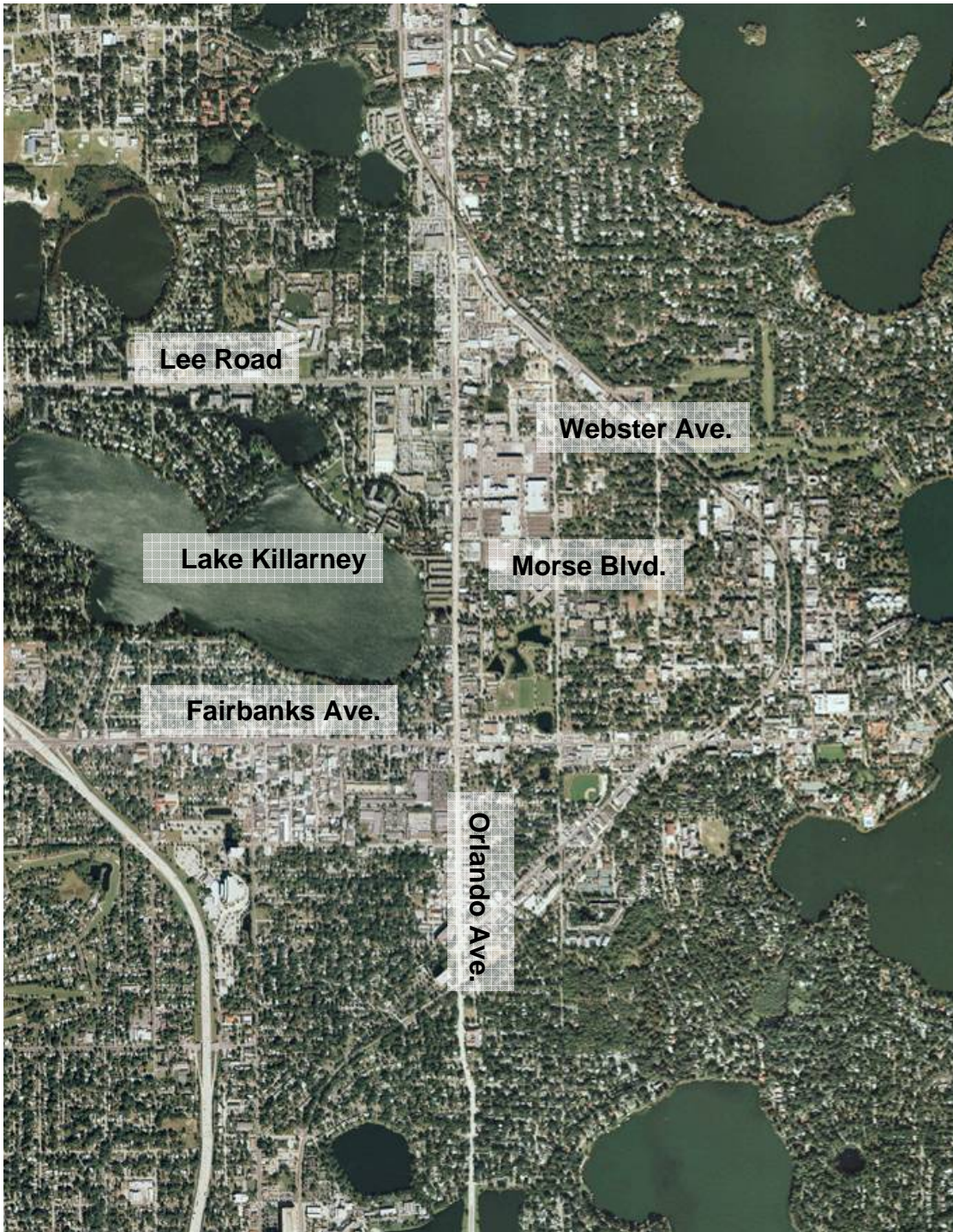
### **MATURE URBAN FORM**

#### **Land Use**

- Change will come through infill redevelopment

#### **Transportation**

- Mobility enhancements will come through alternative mode of travel

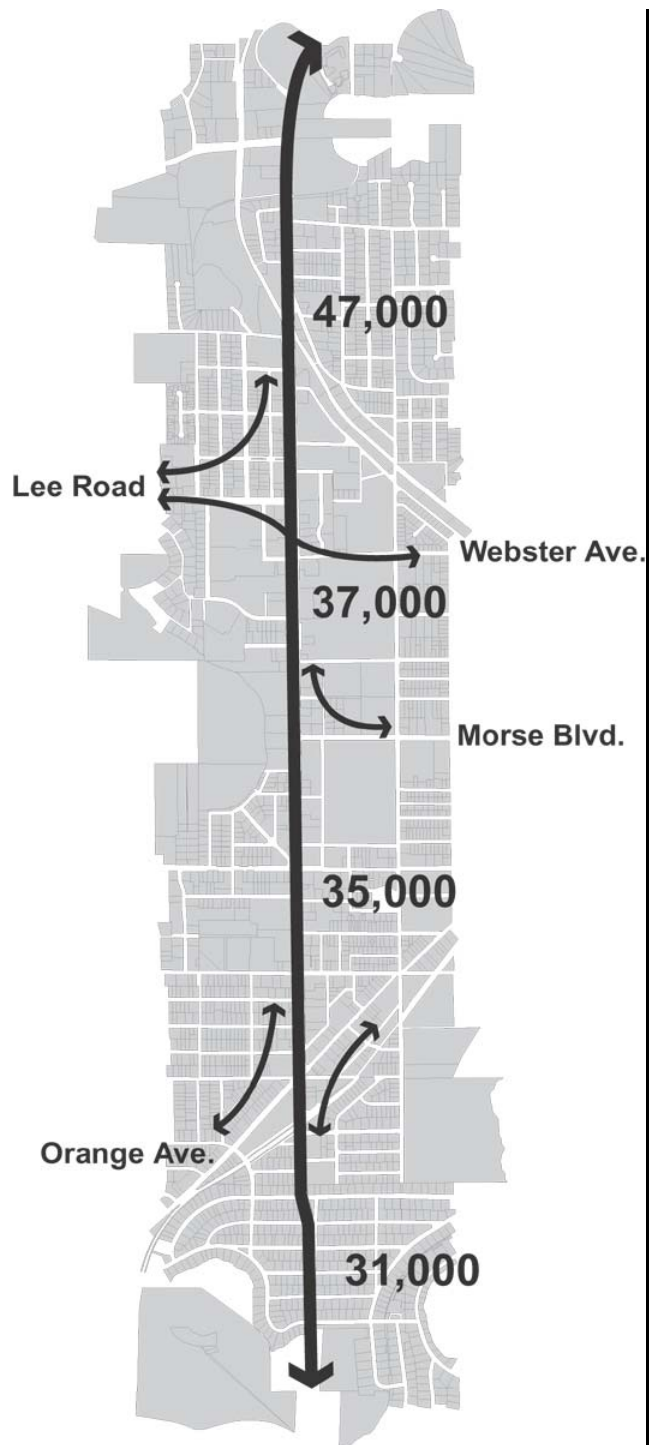




## ***Project Goals***

- Reduce travel delays
- Improve safety
- Promote redevelopment





## Project Goals

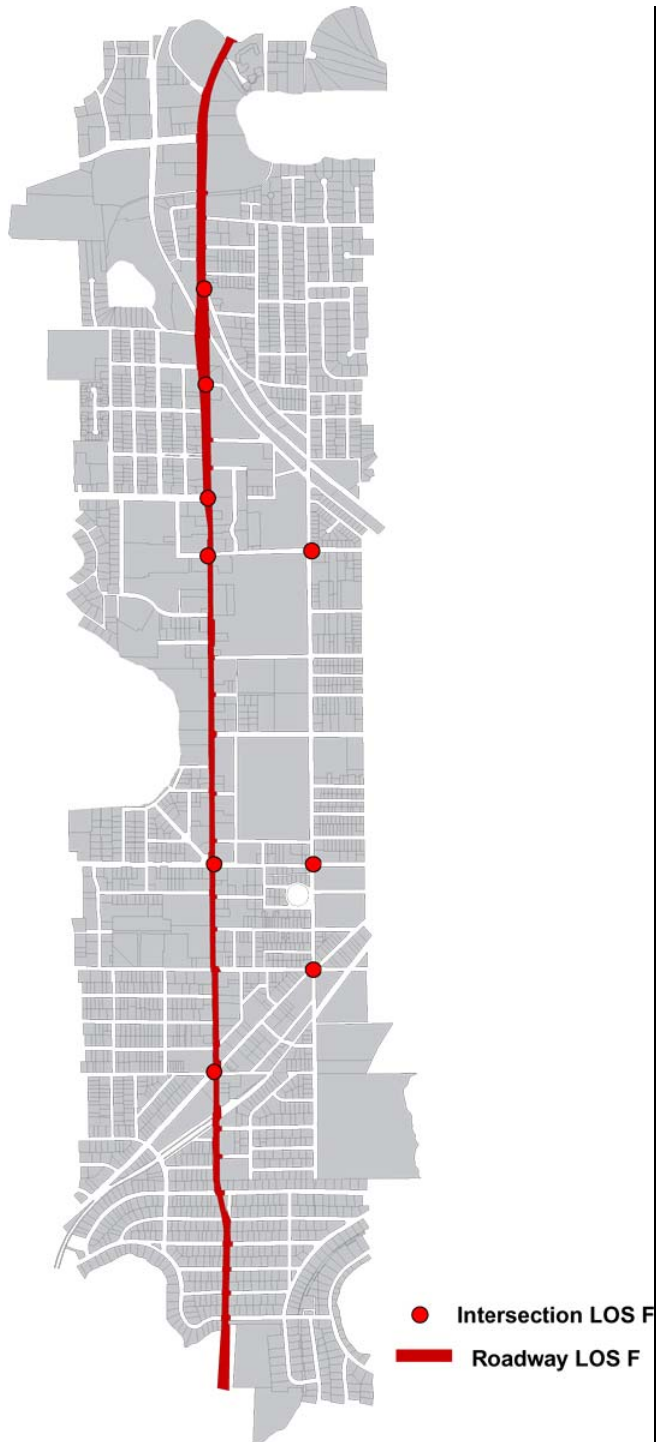


## *Future Traffic*

- Intersections

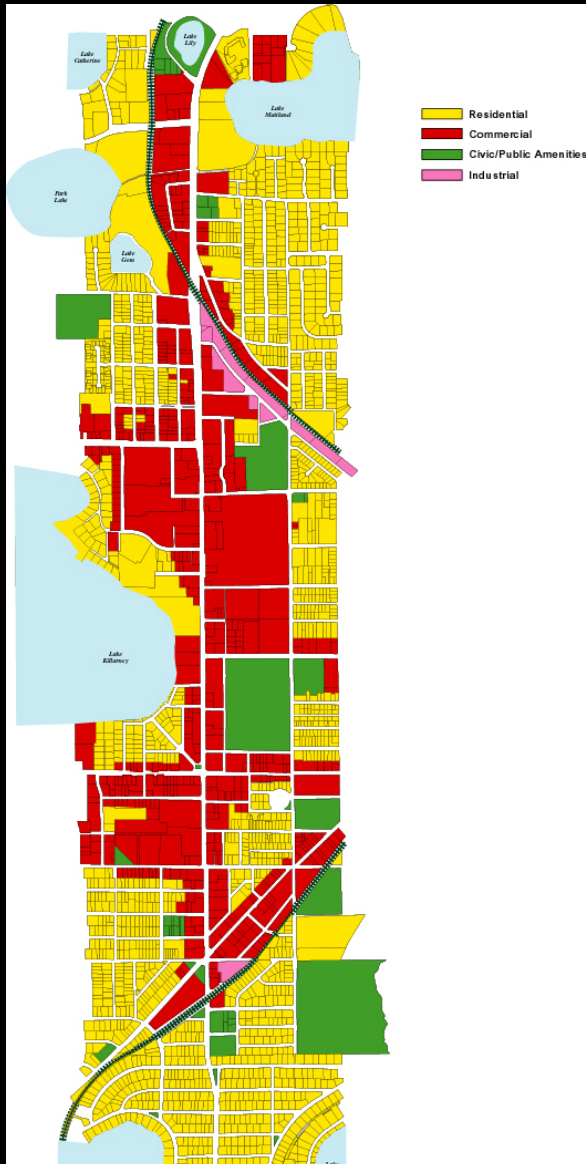
- Orlando/Park
- Orlando/Solana
- Orlando/Lee
- Orlando/Webster
- Orlando/Fairbanks
- Orlando/Minnesota
- Denning/Webster
- Denning/Fairbanks
- Denning/Orange

- Corridor





## Physical Context



Land Use



Transportation

# Land Use



Commercial



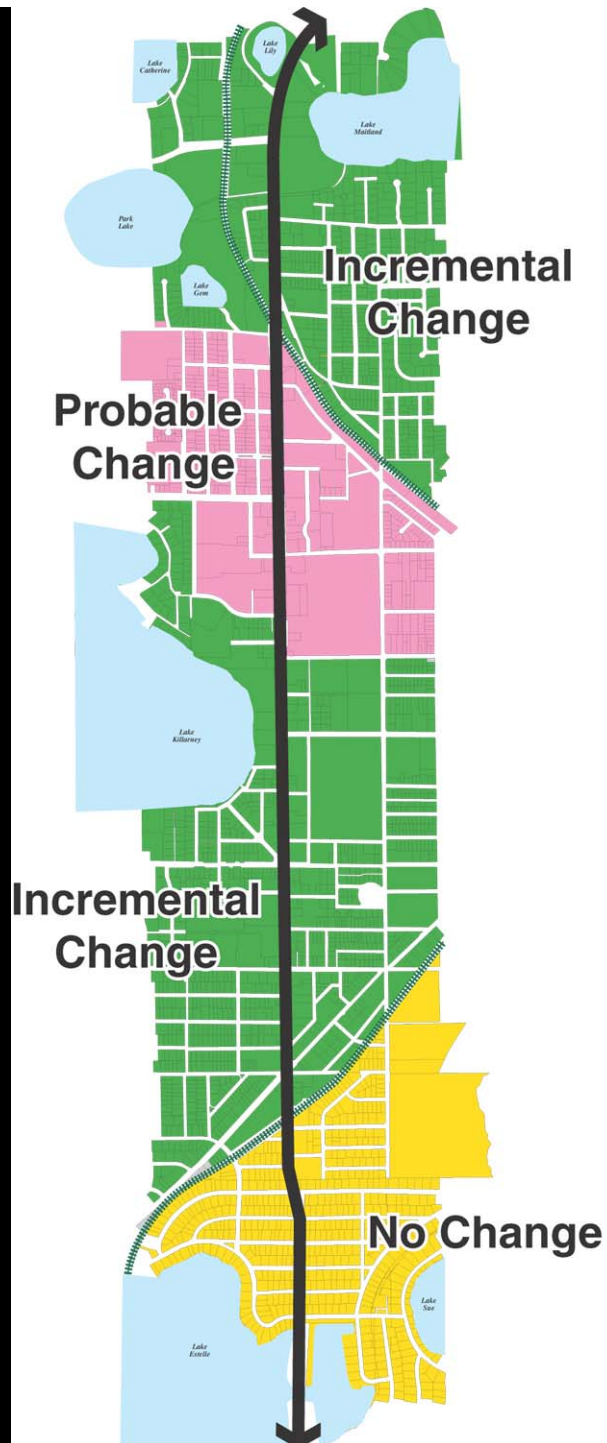
Residential



Parks



Parcel Size



## Land Use – Future Development

### No Change

- Established Neighborhood, No Commercial Activity

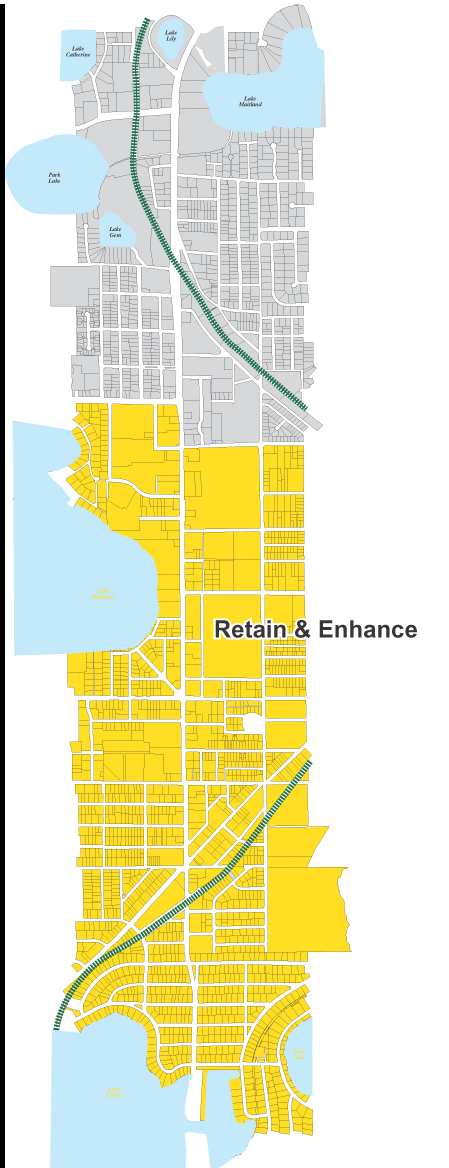
### Incremental Change

- Established Neighborhoods, Small Parcels, Establish Land Use

### Probable Change

- Large Parcels, High Land Value, Transitional Uses





Design  
**Proposed**



## South of Webster & Gay





## Access Management Plan

### Driveway Consolidation

Driveways  
97

Consolidated  
15

Narrowed  
11

### Parallel Access

Parallel Access

8,000 (LF)

Developed over  
Last 5 years

3,000 (LF)

Additional  
Identified

1,850 (LF)

### Median

1. Median north of Lee Road
2. Brick texture continuous left-turn lane south of Lee Road
3. Four Pedestrian Islands

What If?

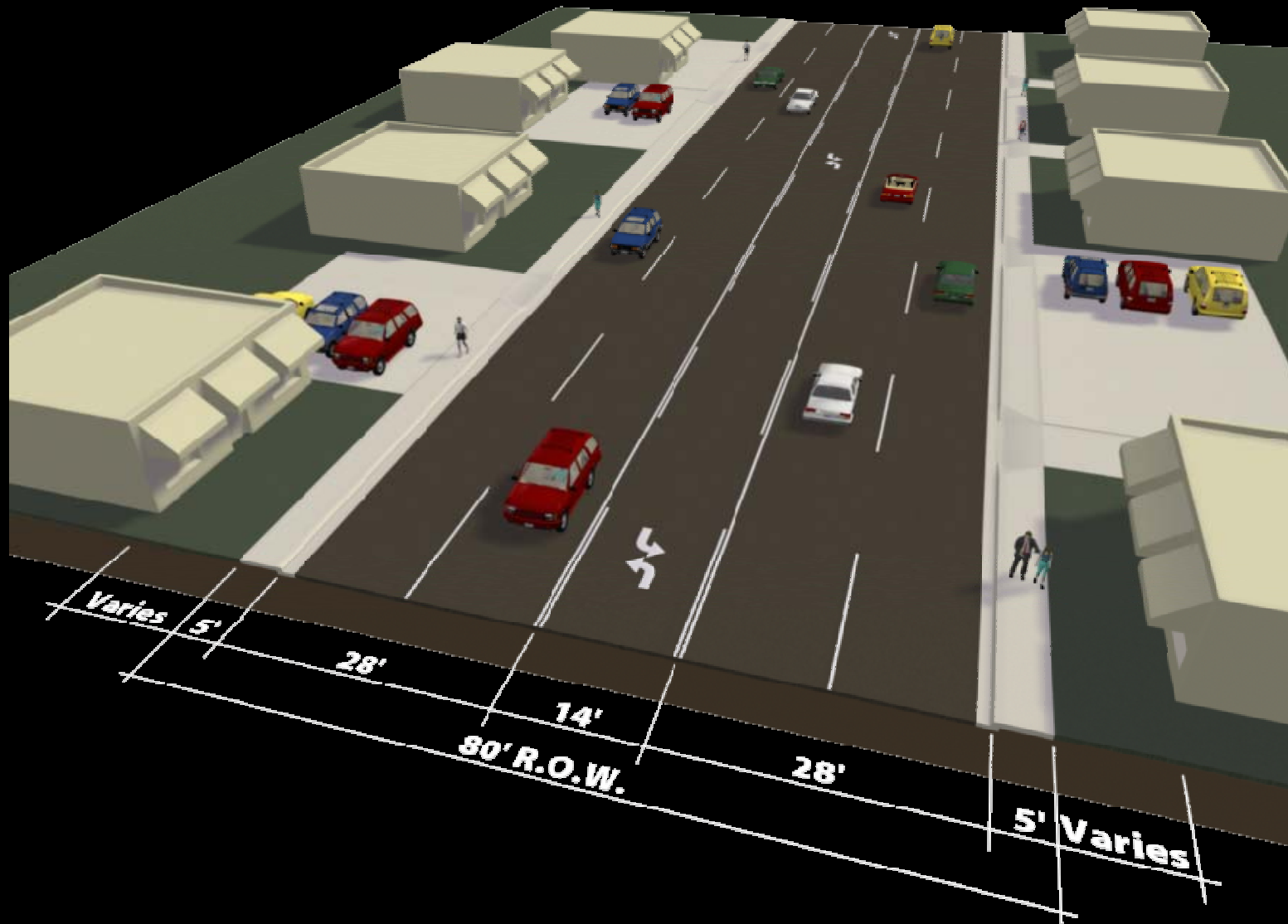


What If?

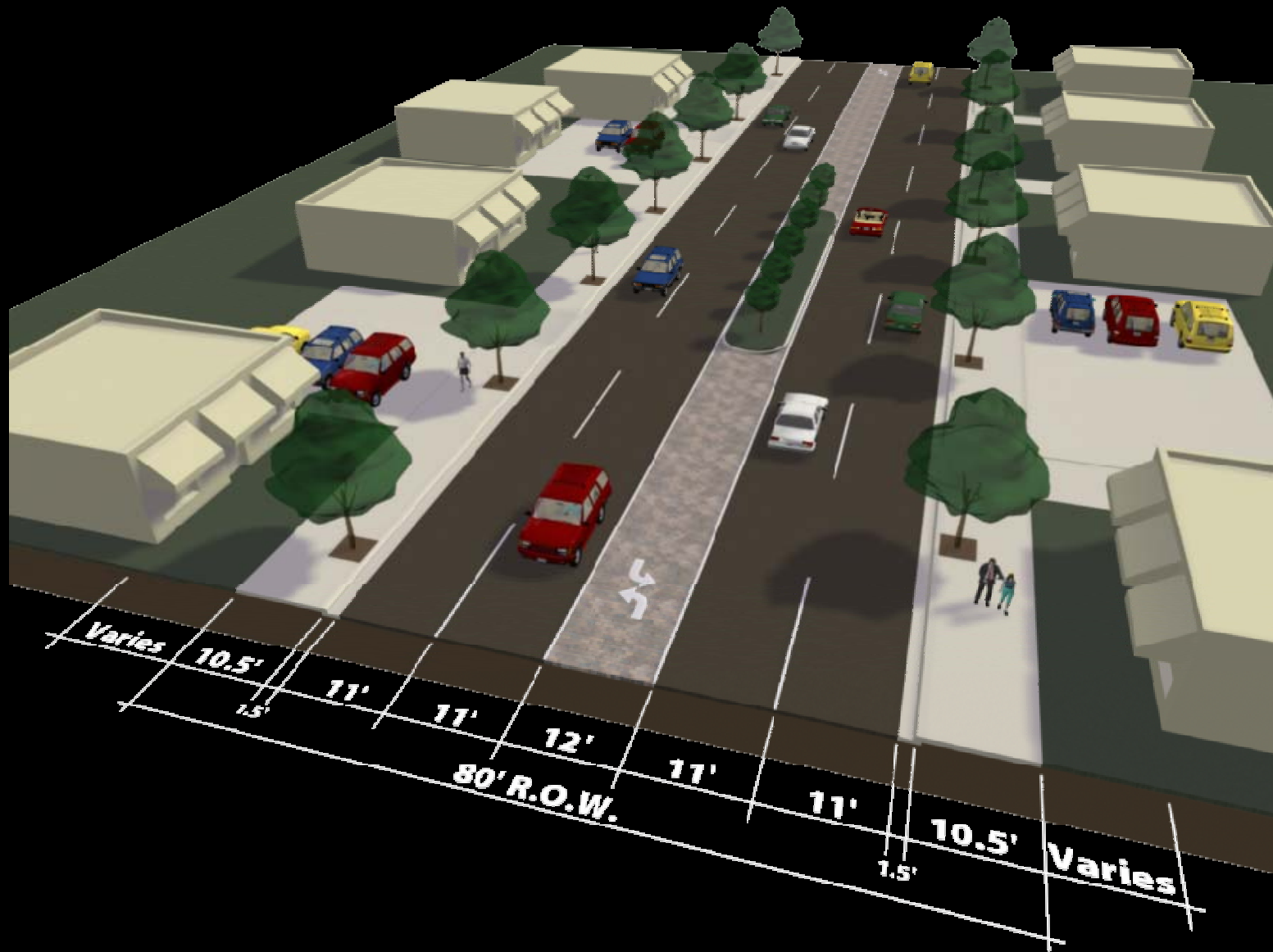




# Orlando Avenue South of Lee Road



## Orlando Avenue South of Lee Road





What If?





What If?





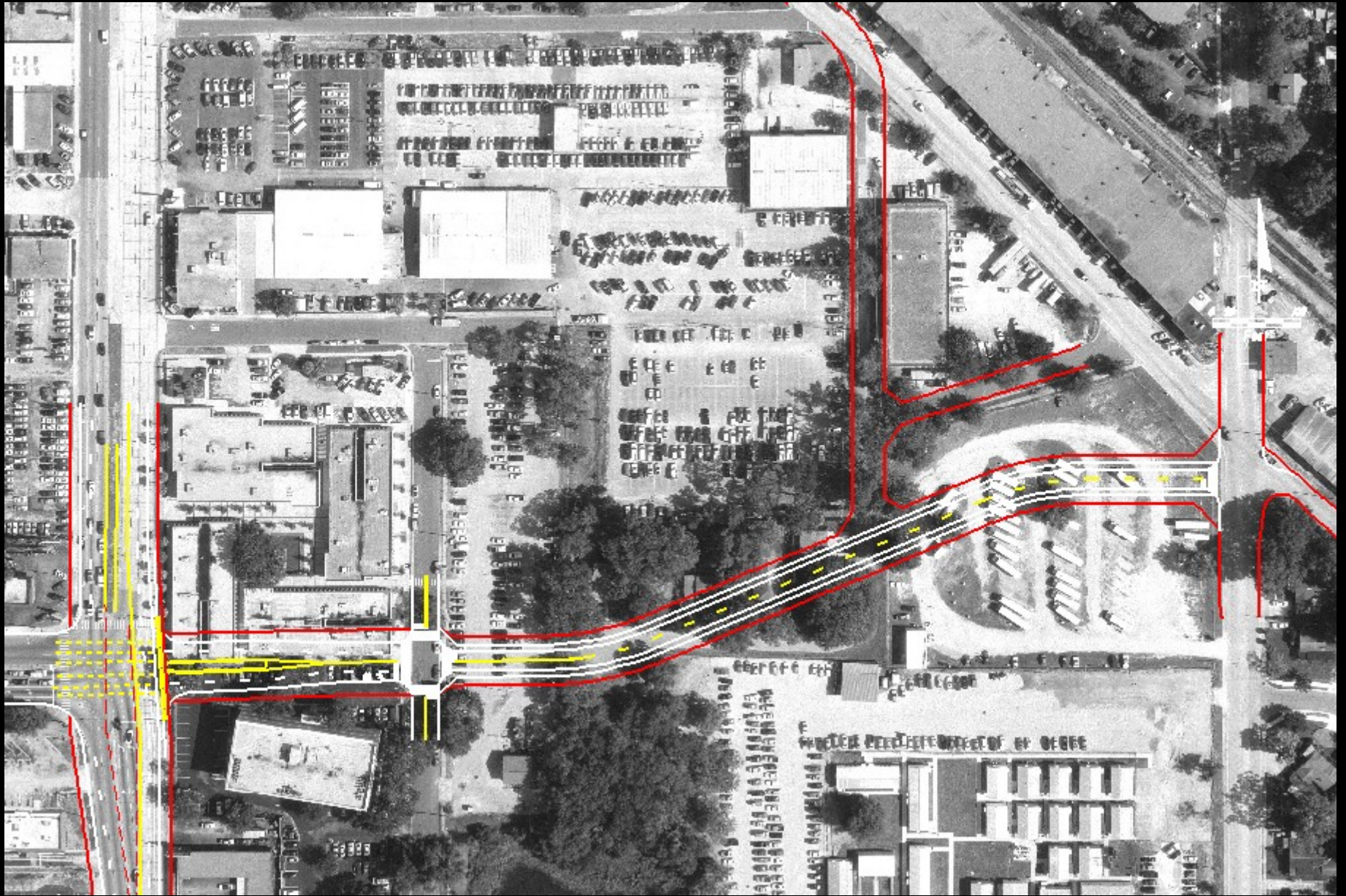


## North of Webster & Gay





## *Alternative 4 - Lee Road Extension*





## *Local Partnerships*

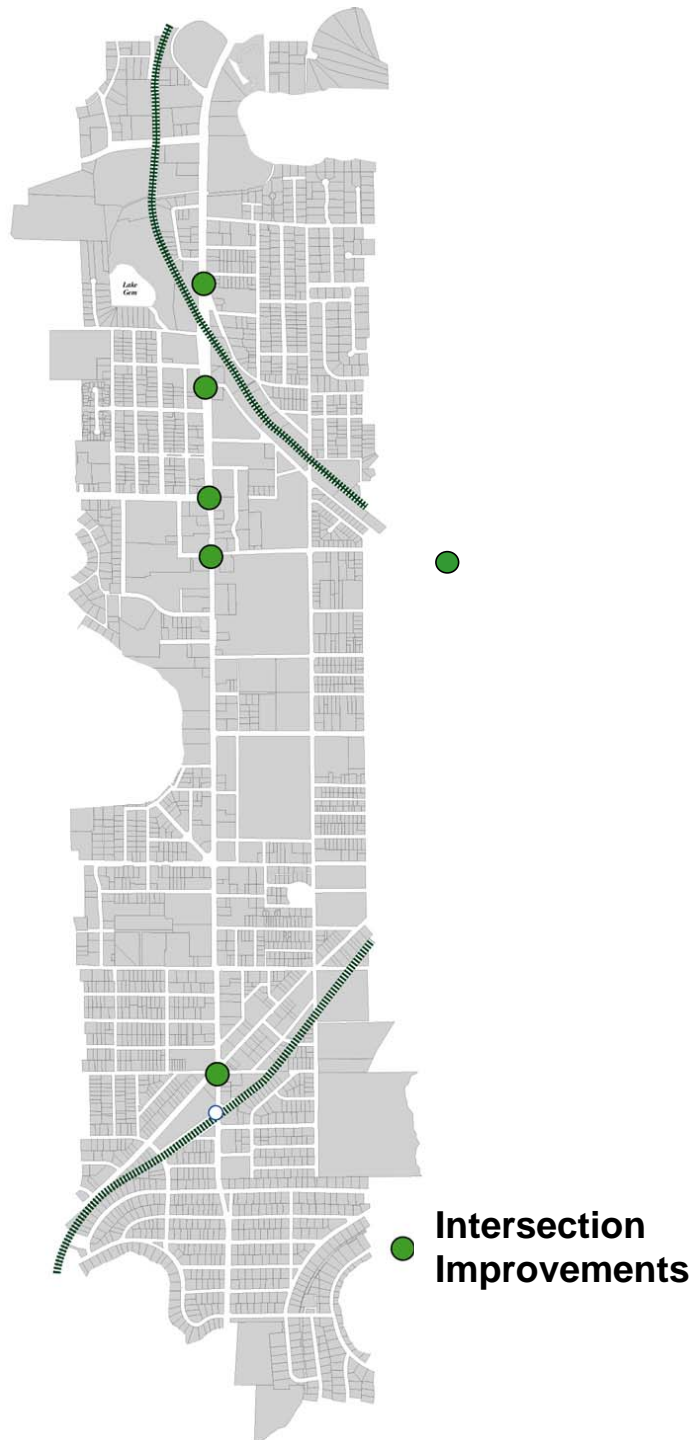




## Local Partnerships







## Traffic Improvements

### Intersections Improved

- Orlando/Park
- Orlando/Solana
- Orlando/Lee
- Orlando/Webster
- Orlando/Orange
- Denning/Webster

### Overall Increase in Mobility

#### Northbound

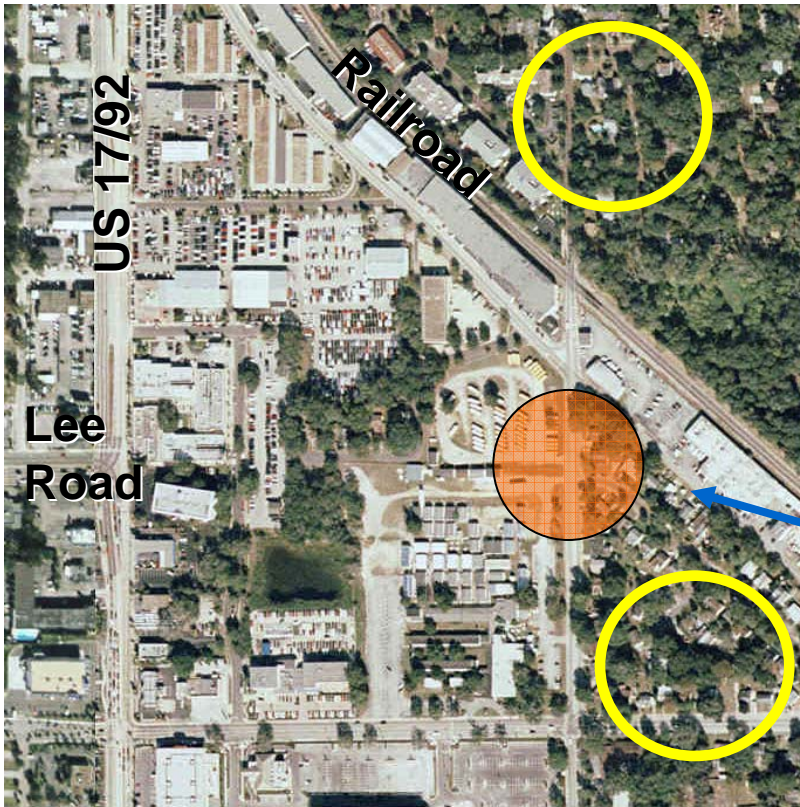
From 5.3 mph to 5.7 mph

95 seconds saved over the corridor

#### Southbound

From 8.1 mph to 9.1 mph

98 seconds saved over the corridor



## Re-evaluate and Refine



- Response to the newly created civic space as a part of the intersection
- Context sensitive response to existing residential neighborhoods



## Re-evaluate and Refine



# Implementation

## FDOT RESPONSIBILITY

- FDOT Build lee road extension.
- FDOT Widen sidewalks, narrow travel lanes, & install brick median.

## CITY OF WINTER PARK RESPONSIBILITY

- Winter park implement access management plan through land development.
- Winter park build bicycle facility on Denning Drive
- Winter park to maintain center brick median and landscaping.
- Winter park to require secondary street network be built through land development regulations.

## FUNDING

- \$23 million total, not \$70 in R-O-W plus construction.
- Money through MPO's STP funds.
- Maintenance money through City's CRA funding.

- 1) Ultimately we are building communities, not transportation systems.
- 2) Think outside of the right-of-way.
- 3) Integrate Land Use to Transportation.
- 4) It's about getting the most out of public investment. Fiscal responsibility suggests a different program.

Change the World?

Or

Change the Project?



# Change the Project

## Vision & Strategy

No Change

Incremental

Probable

## Actions

Beautification Plan

Land Use Area Plan

Design Guidelines

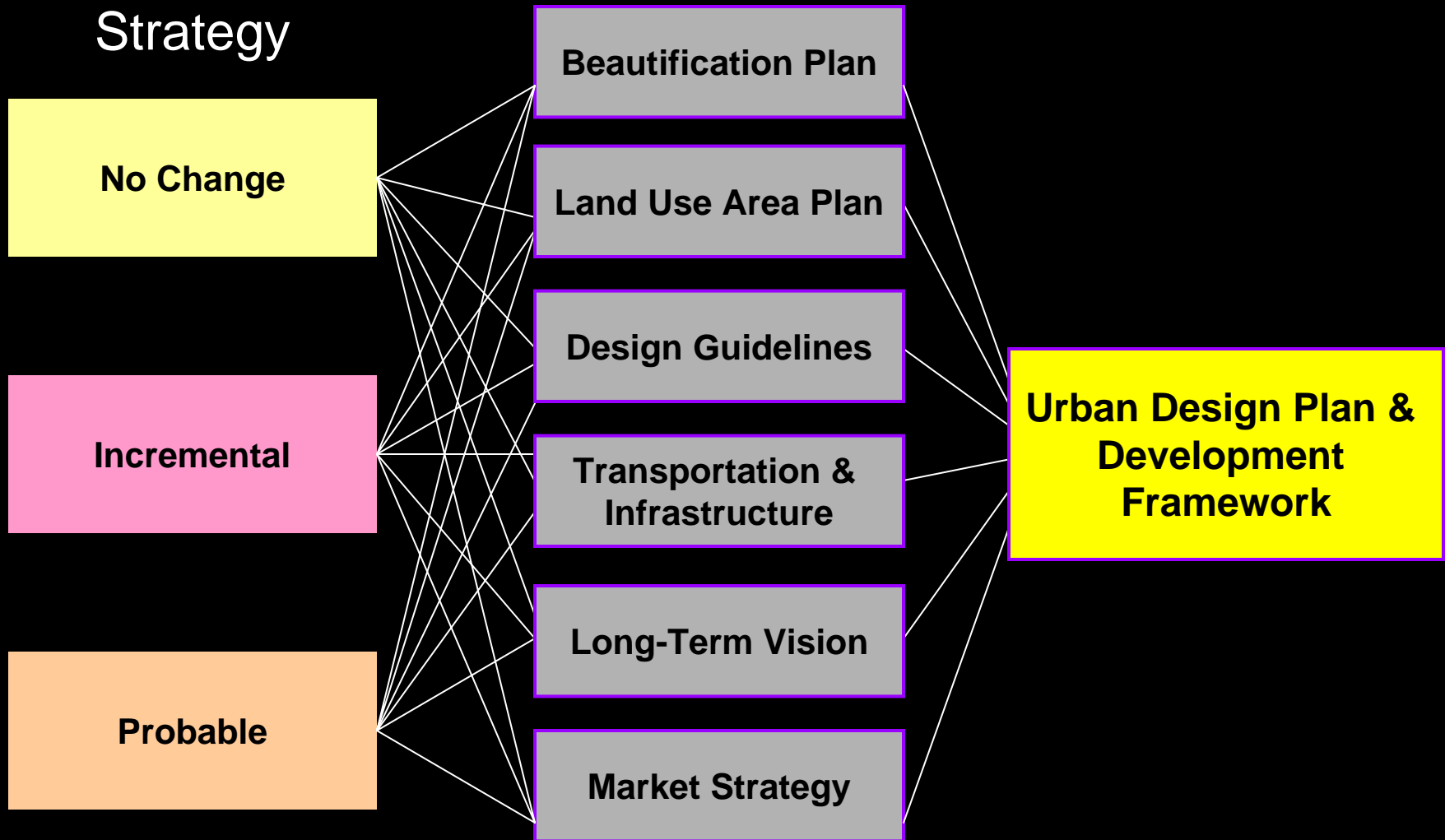
Transportation &  
Infrastructure

Long-Term Vision

Market Strategy

## Plan

Urban Design Plan &  
Development  
Framework



# Change the Project

## Process

- Be inclusive
- Understand the context
- Be multi-disciplined
- Balance
- Stick to the vision
- Stick to the vision
- Stick to the vision

Downtown

**Trenton, USA**







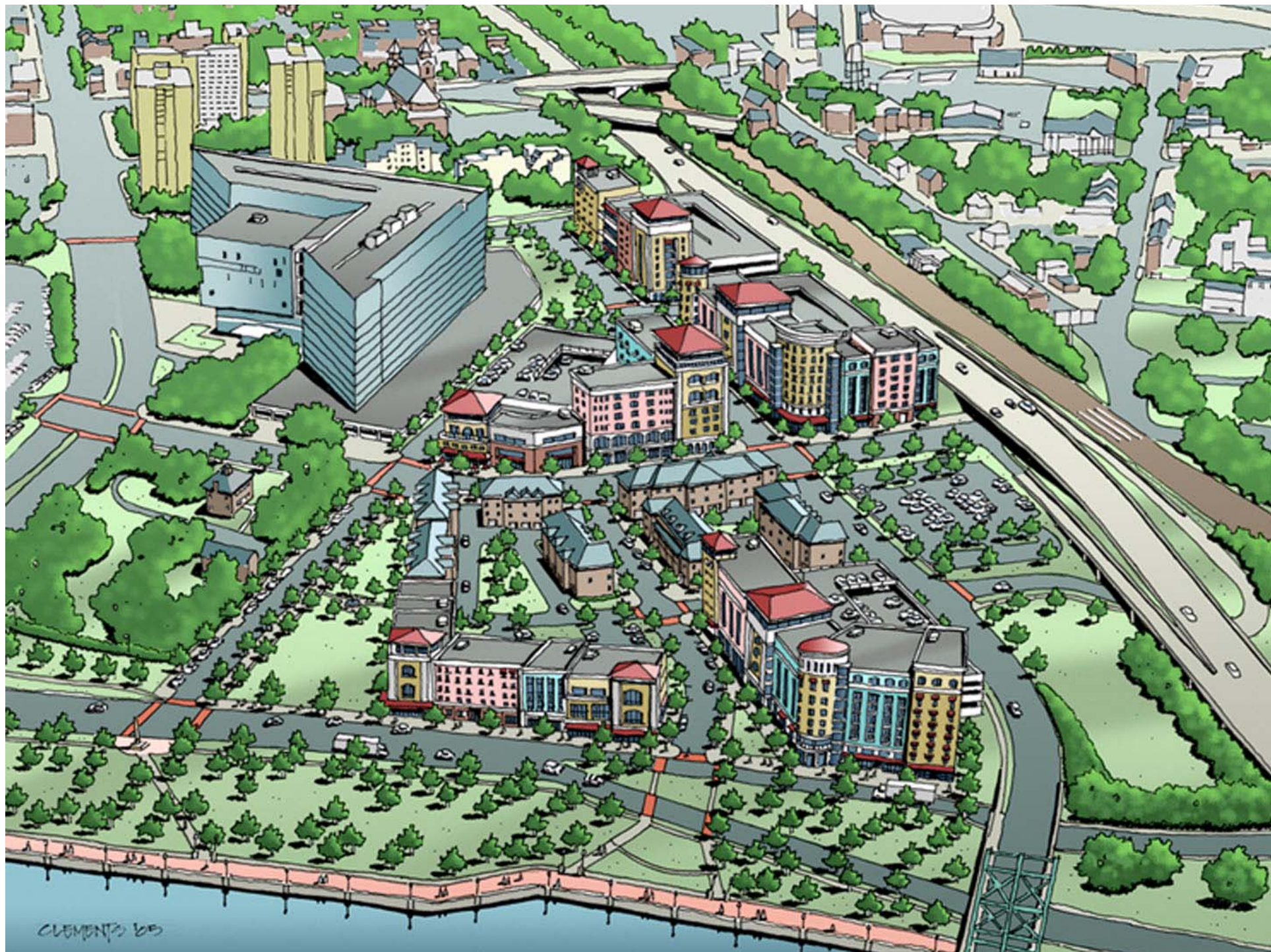
















Make development decisions predictable, fair and cost effective



## Design Standards: Saginaw, MI



Make development decisions predictable, fair and cost effective



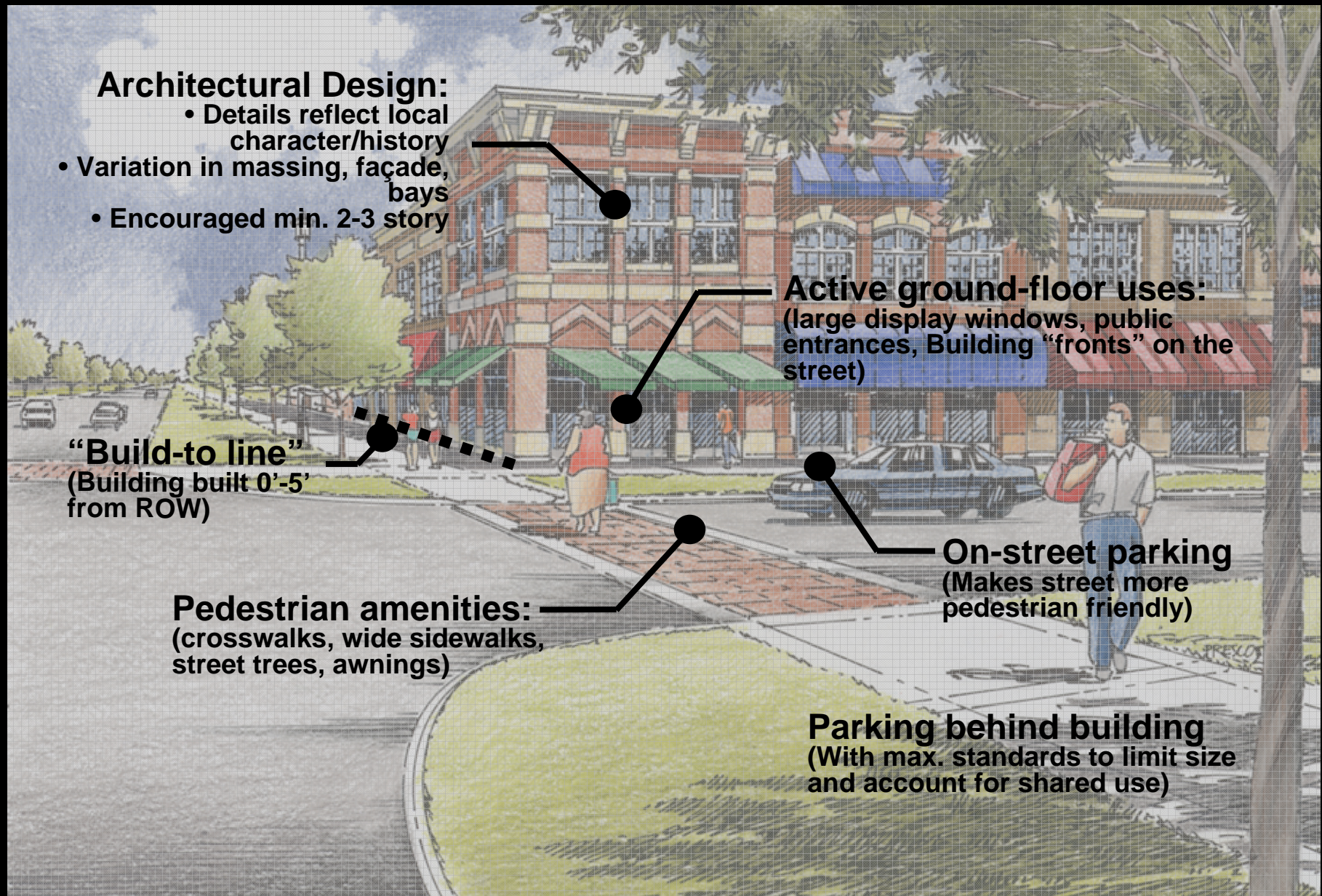
## Design Standards: Saginaw, MI



Make development decisions predictable, fair and cost effective



## Design Standards: Saginaw, MI



Make development decisions predictable, fair and cost effective



## Implementation Partnerships

- 1) State DOT Commit to:
  - Urban Boulevard
- 2) State Dept. of Treasury Commit to: Joint Development Opportunities
  - Develop parking areas
- 3) County Build Garages
- 4) City Commit to Develop and Enforce TOD Zoning Overlay
  - Form Based Code
  - Require Street Network
  - Minimum Densities (60 Units per acre)
  - Pedestrian Oriented Design Guidelines
- 5) Development Community:
  - Build Local Street Network
  - Retail Main Street

## **Regulatory incentives**

- Mixed use zoning (Overlay district)
- Clear design guidelines
- Assist with design modifications
- Streamline review process
- Expedite permitting process
- Pre-packaged site design approvals
- Density bonus

## **Financial Incentives**

- Impact fee / development fee - credits & waivers
- Co-finance infrastructure improvements through BID, or CID
- Tax allocation bonds
- Creation of development authority – expand jurisdiction

## **Infrastructure Incentives**

- Streetscapes
- Parks & Open Space
- New Streets
- Parking Assistance
- Water Sewer
- Storm water



# Change the World

## Strategy

**Planning  
Department**

**Engineering  
Department**

**Economic Dev.  
Department**

## Action

**Public Engagement**

**Street Design  
Guidelines**

**Sub-Division  
Regulations**

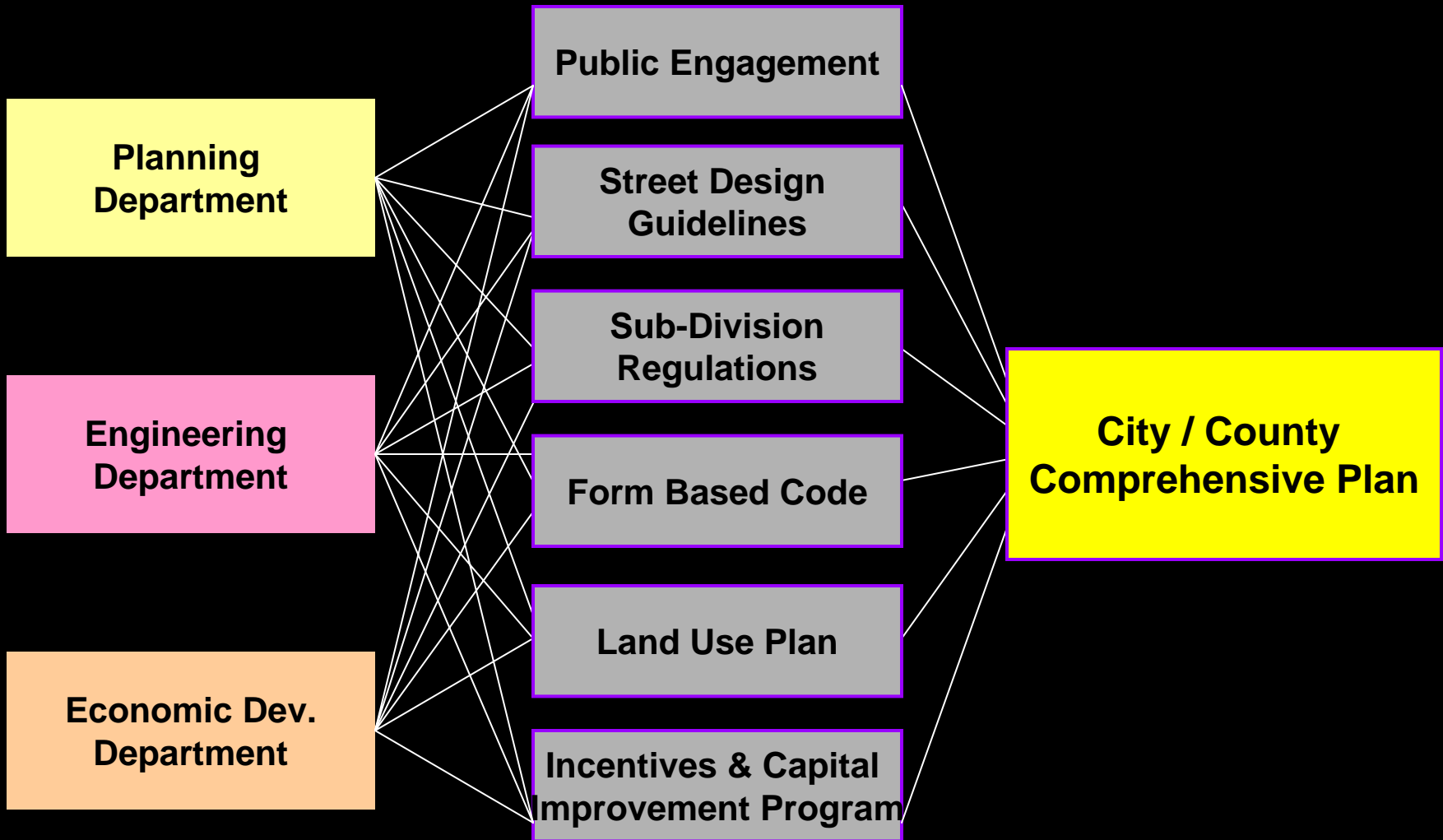
**Form Based Code**

**Land Use Plan**

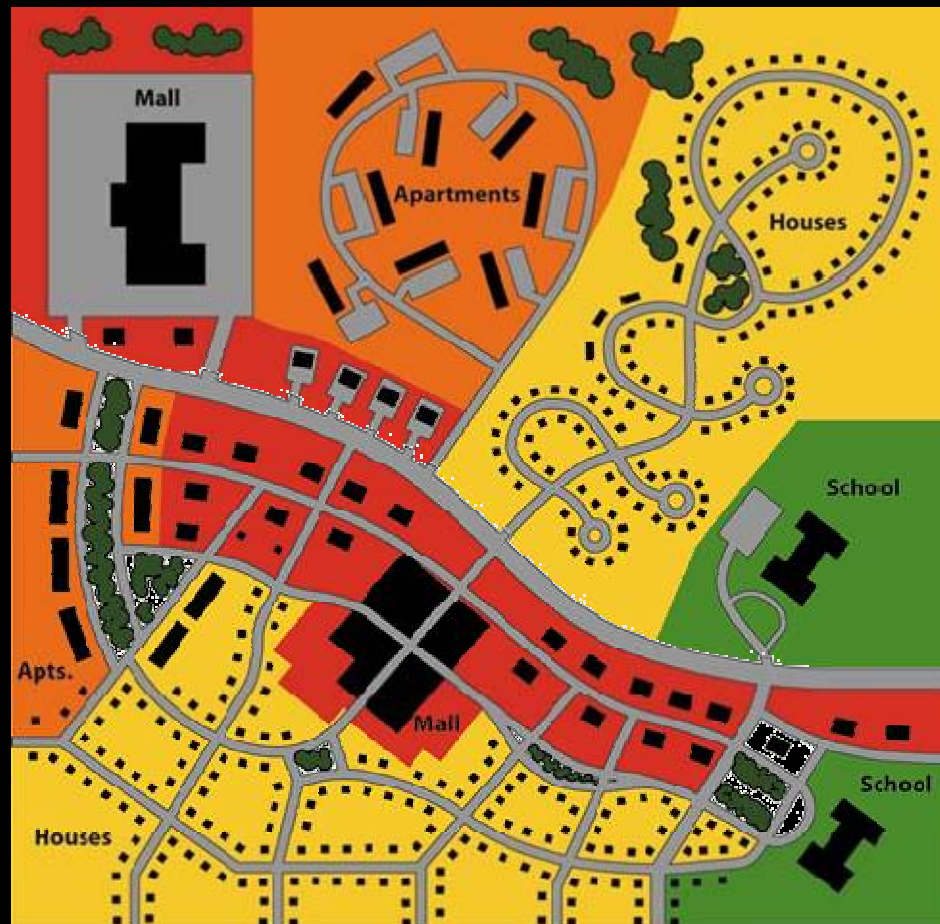
**Incentives & Capital  
Improvement Program**

## Plan

**City / County  
Comprehensive Plan**



# Land Development Regulations Must Change



To this

from this

# Integrated Process

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Throughout

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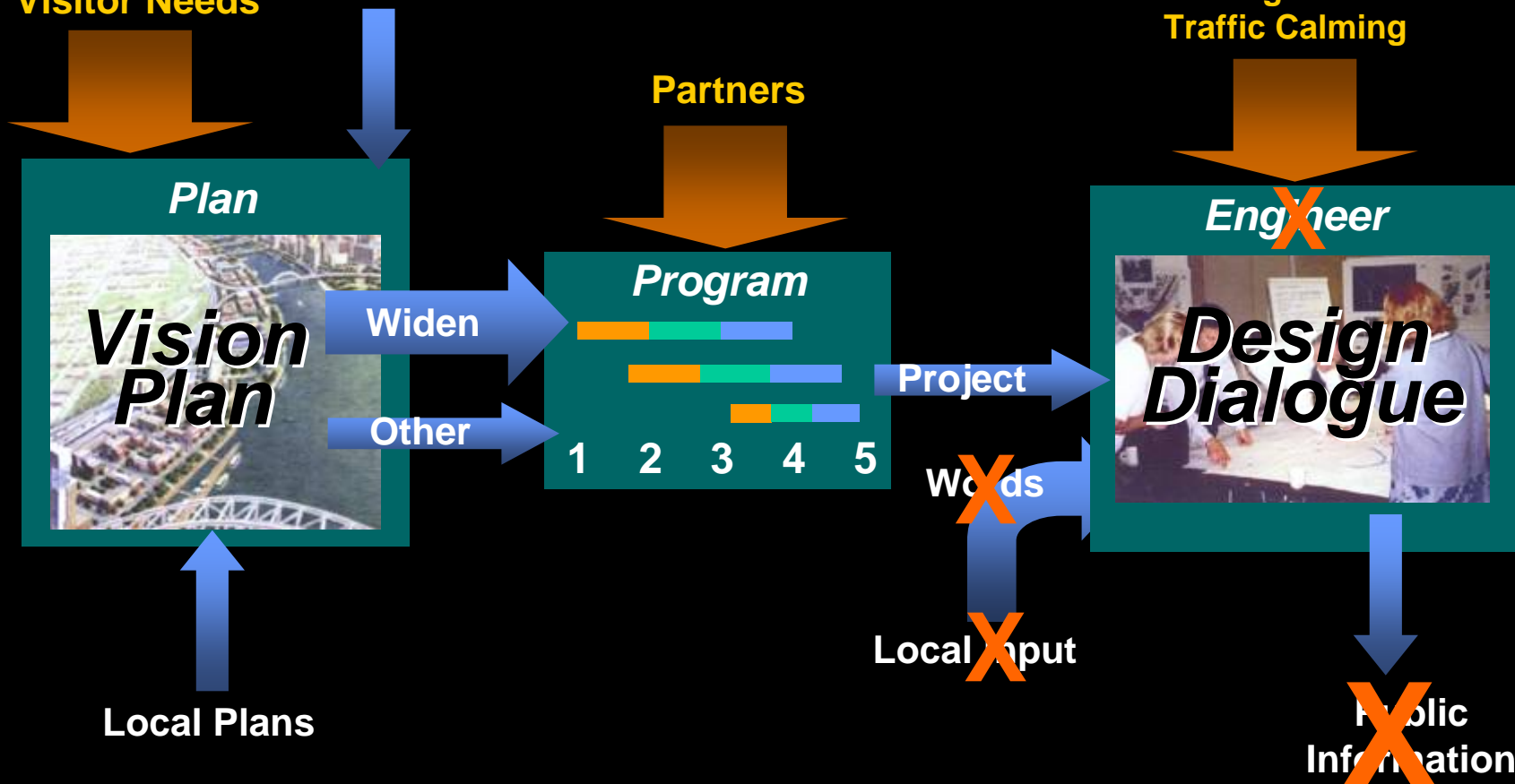
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*Engineer*

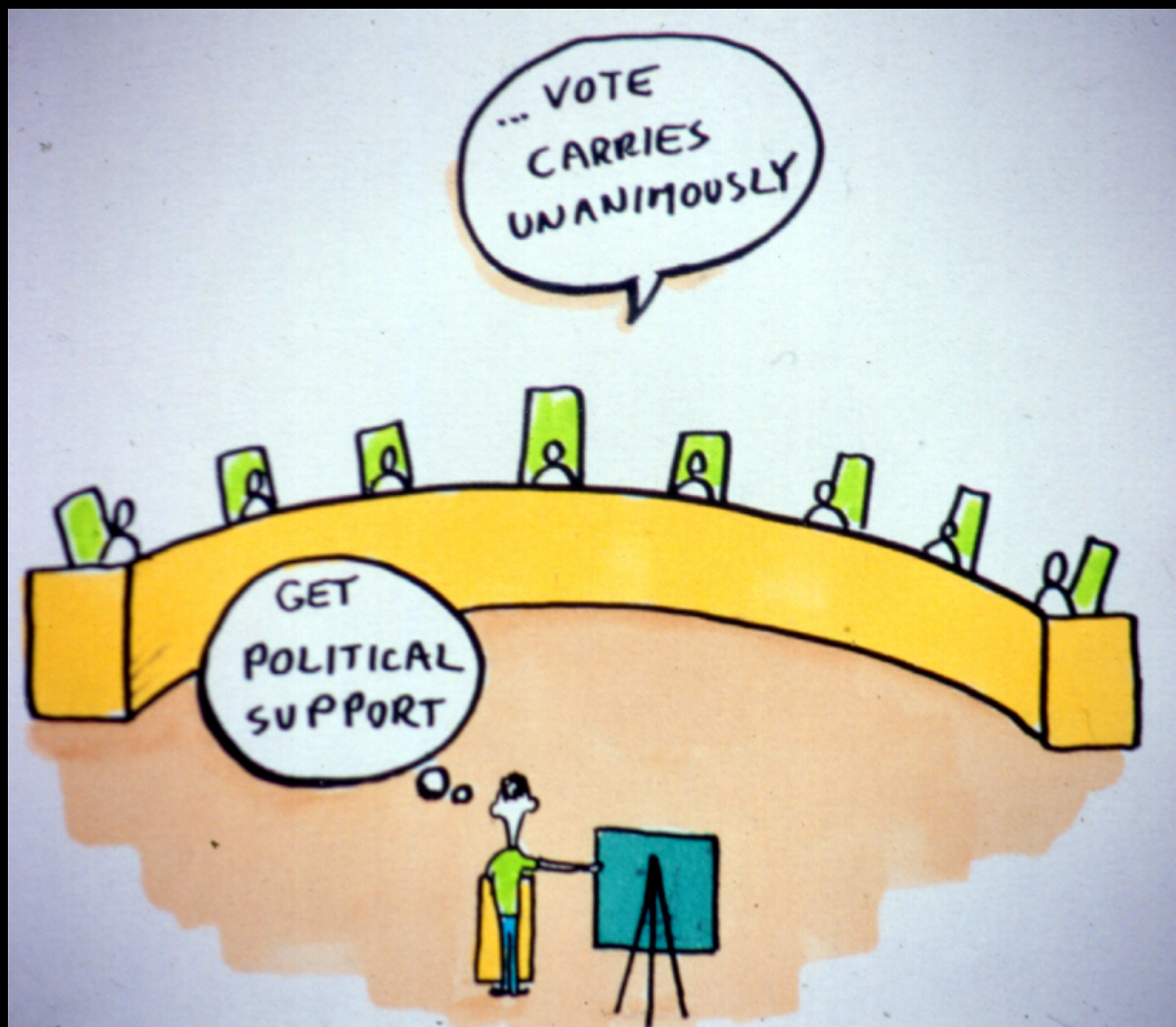
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