Converting the Corridor
the Car Built:
Transportation for Livability

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Makeover Montgomery
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What we’ll cover

- Characteristics of the “commercial corridor”
- Its possible future
- How transportation solutions can help make the change
- What must happen for change
- Some “conversion” examples
The evolution of the suburban corridor
The high performance street

- Each property with its own access
- High value regional network access, an identity crisis
- Pedestrians, bikes, cars, and trucks all rely on US 1 for local circulation
Resulting character built over time
The future: Move more people more ways
Auto-assuming transportation solutions

- More Lanes
- More Roads
- System Management
- Intelligent Transportation Systems

More Pavement

Move Cars

More Use
give way to “...the community as the centerpiece”

More Pavement
- More Lanes
- More Roads

Move Cars
- More Use
- System Management
- Intelligent Transportation Systems
- Move people, Not Cars
- Improve Quality of Travel
- Move Fewer Cars, Fewer Miles
- Manage, Not “Solve”

Walk
- Transit
- Bike

Access over Mobility
- Driver-Eye View
- Business Friendly
- Traffic Calming
- Streets as Centerpiece

Land Use
- Road Network
- Pricing
- Telecommuting
- Sizing of Destinations
- In-Town Living

Lane Limits
- Change Standards

Mary T. Raulerson, KAI
Alternative Development Patterns...

Traditional

Contemporary
...their corresponding Travel Patterns

Traditional

Contemporary
Transportation Network – Status Quo

- Planned connections
- Traditional single use zoning, mostly employment
  - Housing: 700 units
  - Commercial: 6.6 M square feet

![Map with legends showing existing, planned, and framework roadways]

- 5580 Entering vehicles
“Design” & “Diversity”

- Internally connected streets
- Moderate increase in density
- Mixed Land Uses
  - Housing: 2300 units
  - Commercial: 7.3 M square feet

5210 Entering vehicles
Density and Diversity (Mixed Use)

- Focus density
- Along walkable, bicycle-friendly streets
- With amenities
More Design, Diversity & Density

- Additional arterial crossings
- More internal connections
- Rich land use mix
- Higher density
  - Housing: 3900 units
  - Commercial: 12.1 M Square feet

4790 Entering vehicles
Reducing classic suburban point-loading

Auto Trips

- Status Quo: 5580
- Diversity: 5210
- Diversity & Density: 4790
Other benefits of a connected network

- **Speed** management through signal spacing
- **Walkable blocks** required for transit
  - *More direct links for all users*
  - *Hierarchy for different users*
- **Increase traffic capacity** and **safety**
  - *Fewer curb cut conflicts*
  - *Managed intersections*
Getting there takes many players & a plan
A range of retrofit strategies

- **New Development**
  - Connected
  - Short blocks
  - Pedestrian links beyond the site

- **Capital Projects**
  - Linking pathways
  - Building connections

- **Access Management**
  - Cross easements
  - Collectors and parallel access
Create the traffic engineering framework

- Diagnose & prescribe for today’s problems
- Look out to the future system
- Plan to build it through
  - New development
  - Strategic public investment
Measure progress toward the intended goal
Establish rules for desired outcomes

- Variety of Street types w/ user priority
  - Transit
  - Biking
  - Commerce (strolling, delivery, parking)

- New Street Connections
  - Street vs. driveway access
  - Redundant to the arterial
  - Through connections
  - Right-sized streets
Agreement on district priorities

Gregory Tung, FTB

Goody Clancy/Kittelson & Associates
Design streets for principle users & functions
Rediscovering the grand boulevard
Site orientation for walkability

- **Street-oriented site design**
  - Buildings close to street and parking behind
  - Streets designed for appropriate users

- **Auto-Access Oriented**
  - Clear reliance on car
  - Difficult to access from street on foot
  - All trips (even across the street) require a vehicle
Organized for **emerging transit** opportunities
Know bicycle **user types** & **route choice**

**High Volume Streets**

**Low Volume Streets**
US Highway to Boulevard Conversions

Palm Canyon Dr - Cathedral City, CA
US Highway to Boulevard Conversion

First Street (former SR 84) - Livermore, CA
State Highway to Boulevard Conversion: Small Steps 1st

Annapolis Road Concept Plan
Know what you are looking for

- Opportunities to build networks
  - *On the ground*
  - *With agency & private partners*

- Understand motivations & preoccupations of partners
  - *Seek their help*
  - *Find solutions for them*

- Follow changing transportation priorities
  - *Faster... and even safer is not enough*
  - *Cleaner, cheaper and captured value matters*

Eduardo Saverin in *The Social Network*

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Thank You

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