



Smart Growth America
Improving lives by improving communities

Where are we now?

Rayla Bellis

Review of relevant policies and regulations

- VDOT roadway design standards/guidance, including Complete Streets guidance
- VDOT Policy for Integrating Bicycle and Pedestrian Accommodations
- VDOT Traffic Impact Analysis Regulations
- VDOT Access Management Regulations
- DRPT Multimodal System Design Guidelines
- State-administered transportation funding
- Regional plan2040 and TIP
- New Richmond Better Streets design guidance
- Local Comprehensive Plan and transportation plan
- Local parks and recreations plan
- Town Code (zoning, subdivision, etc.)
- Etc.

Typical issues with roadway design

Wide lanes



Wide roads



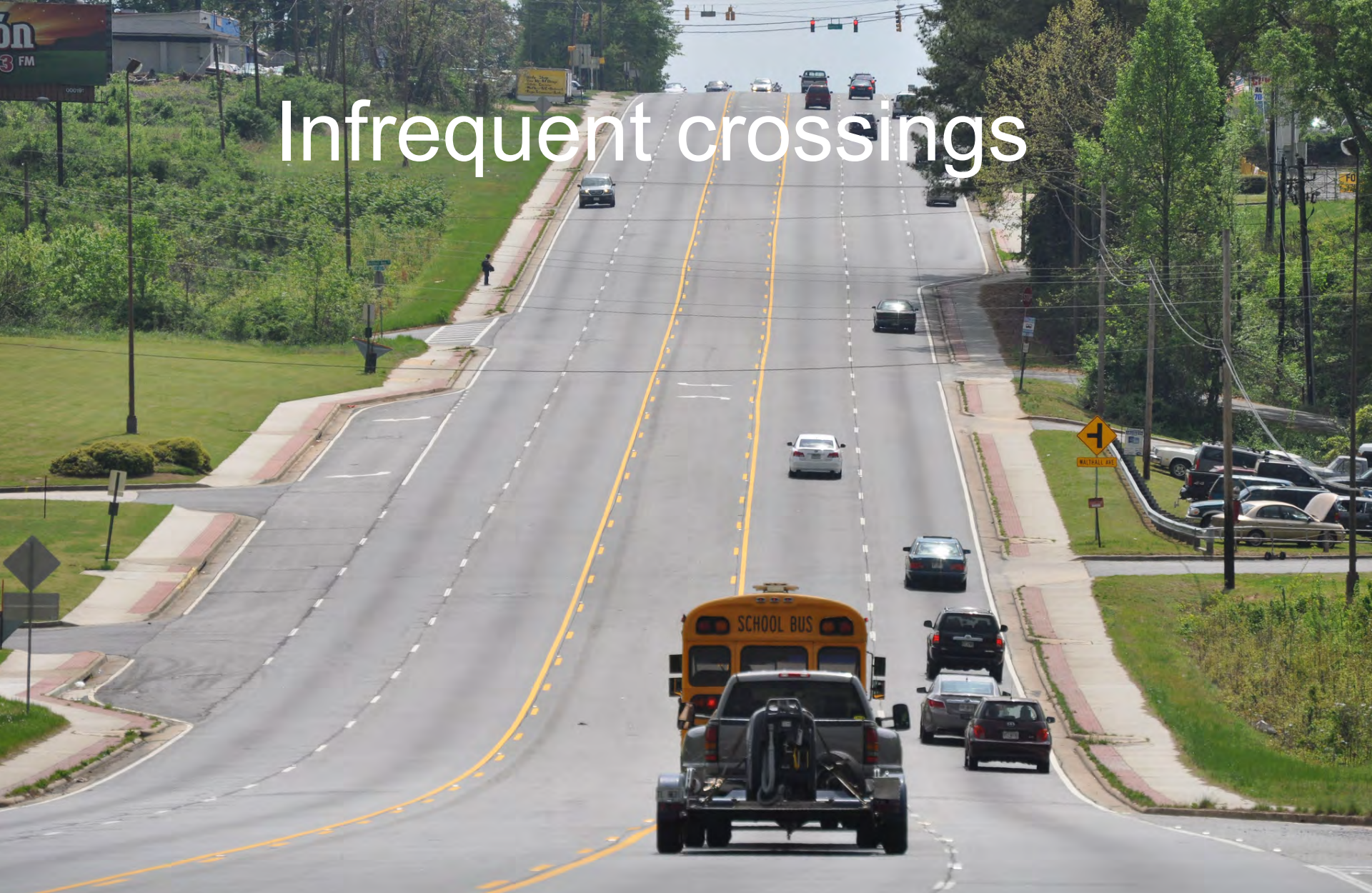
Wide turn radii/slip lanes



No sidewalks/crosswalks



Infrequent crossings



Wrong design vehicle for context



Reliance on LOS



Roadway design only



Roadway design with land use



Roadway design, land use and aesthetics

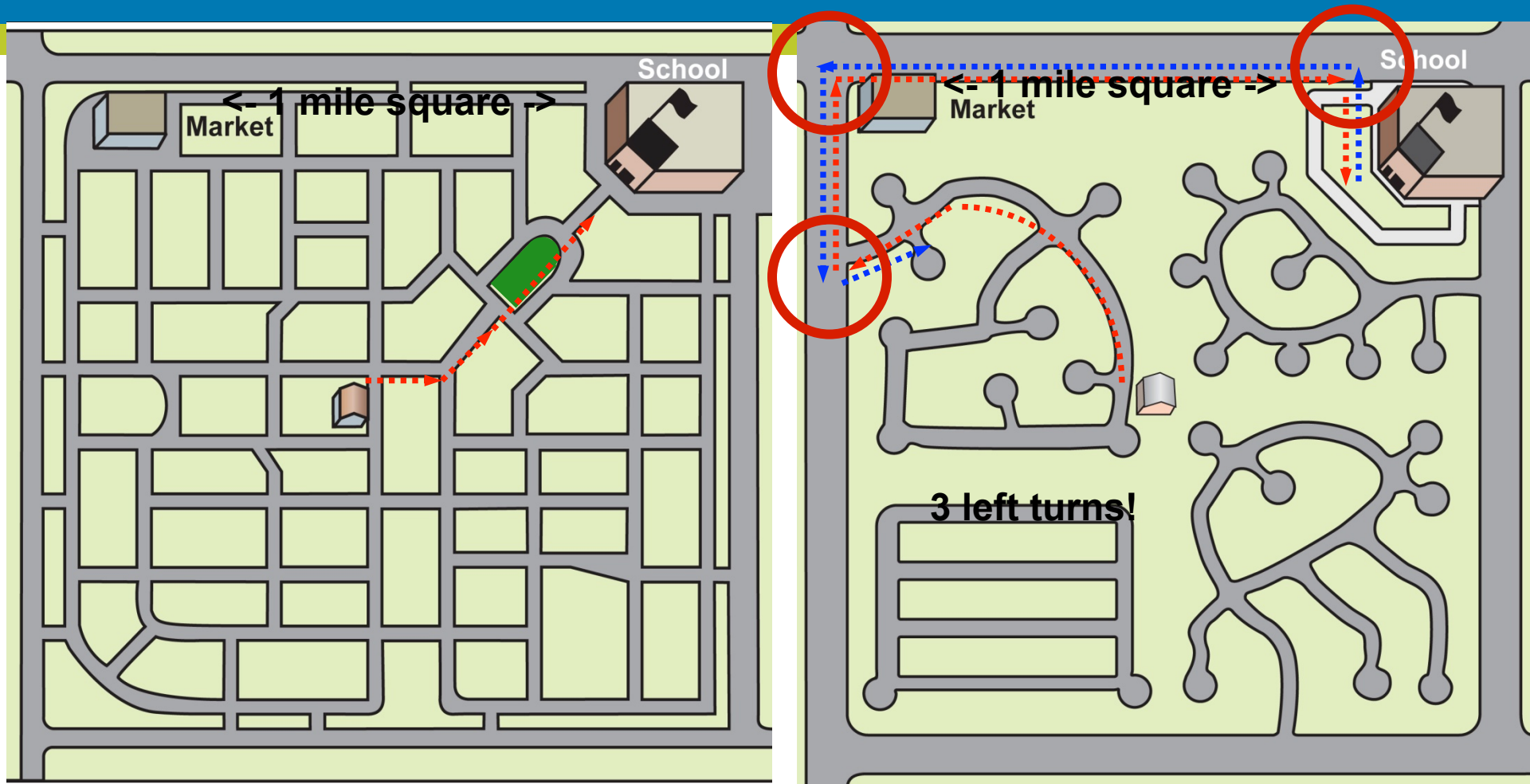


Roadway design, land use, aesthetics – and people



Typical issues with community design

Poor local street connectivity



Frequent driveways



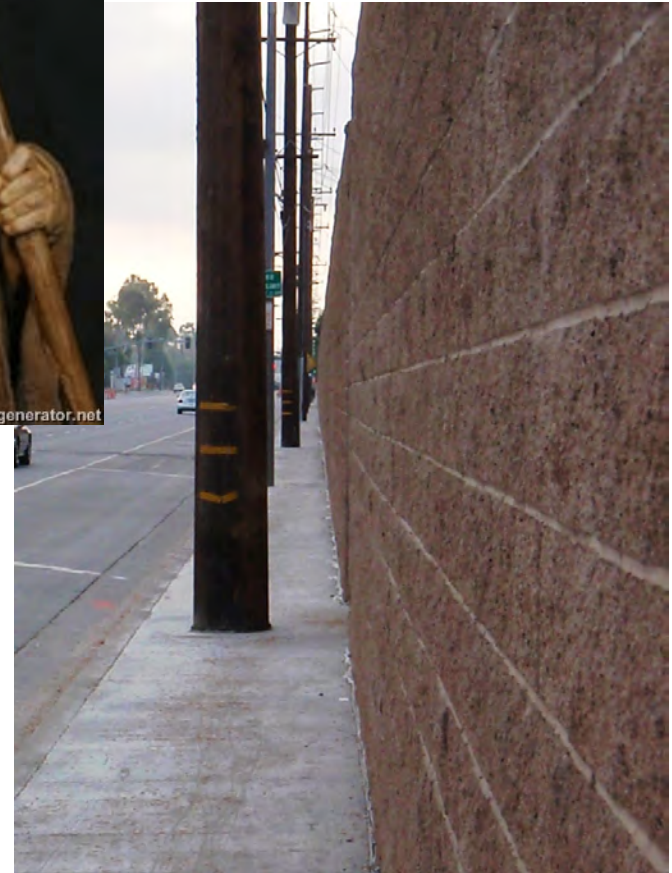
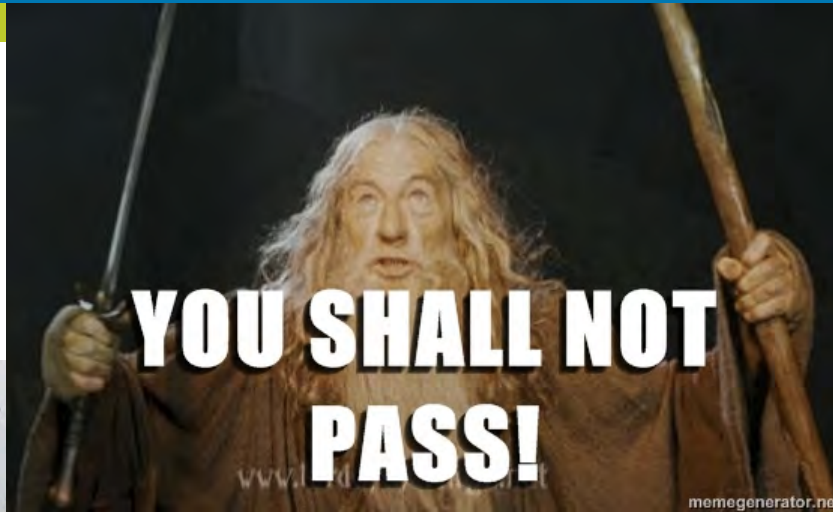
Parking minimums/placement



Sidewalk gaps



Sidewalk blockages



Smart Growth America
Making Neighborhoods Great Together

Current approach

- Transportation prioritizes high speed travel
- Auto-oriented development follows
- All other modes at disadvantage
- Spread out development drives demand for high speed travel
- Cycle repeats

From Integrating Land Use and Transportation Planning Through
Placemaking by Gary Toth

Placemaking approach

- Prioritize access
- Design streets for social and economic exchange
- Neighborhood streets safe for play
- Commercial streets safe for walking and cycling while moving through and local traffic
- Plan for people and places, not cars and traffic

Four areas to look for:

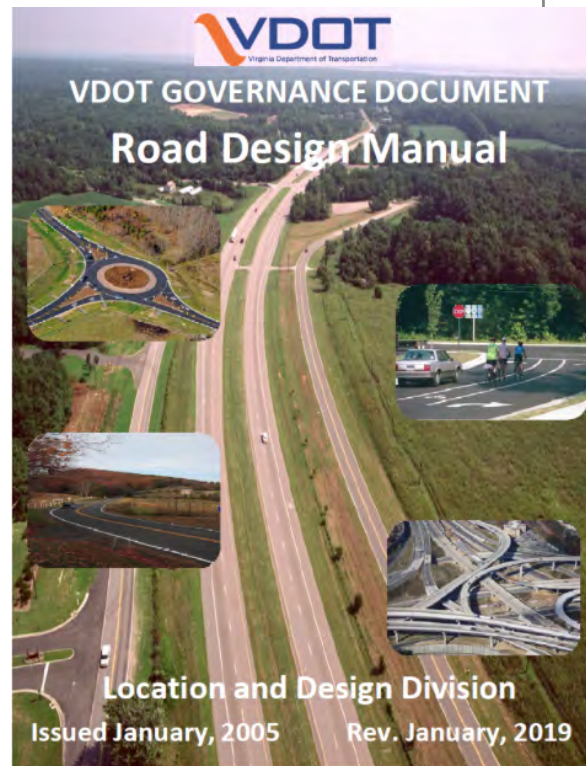
1. Design roads to be safe and inviting for everyone
2. Prioritize Complete Streets projects for funding
3. Make sure local plans and zoning encourage walkable, bikable environments
4. Make the development you want easy to do

1) Design roads to be safe for everyone



Design roads to be safe for everyone

- Ashland manages its own roads but uses VDOT's standards
- No (public-facing) written policy to do so



APPENDIX A(1)

**VDOT Complete Streets:
Bicycle and Pedestrian Facility Guidelines,
Bus Stop Design and Parking Guidelines**



Some other resources

- Richmond's new Better Streets Manual
- DRPT Multimodal System Design Guidelines



Potential opportunities

- Adopt Complete Streets-supportive design standards:
 - New/updated Complete Streets design guidance?
 - Formal policy to use VDOT's standards?
 - Complete Streets design overlay for certain areas or corridors?

Things to look for

- Overall language/structure of design standards (is “Complete Streets” a separate chapter/handbook or integrated)?
- Include land use context
- Geometric standards: Narrow lane widths, low design speeds, etc.
- Deemphasize LOS requirements
- Exceptions process that is easy to navigate

2) Prioritize Complete Streets projects for funding

Future Transportation Plan

Study Areas

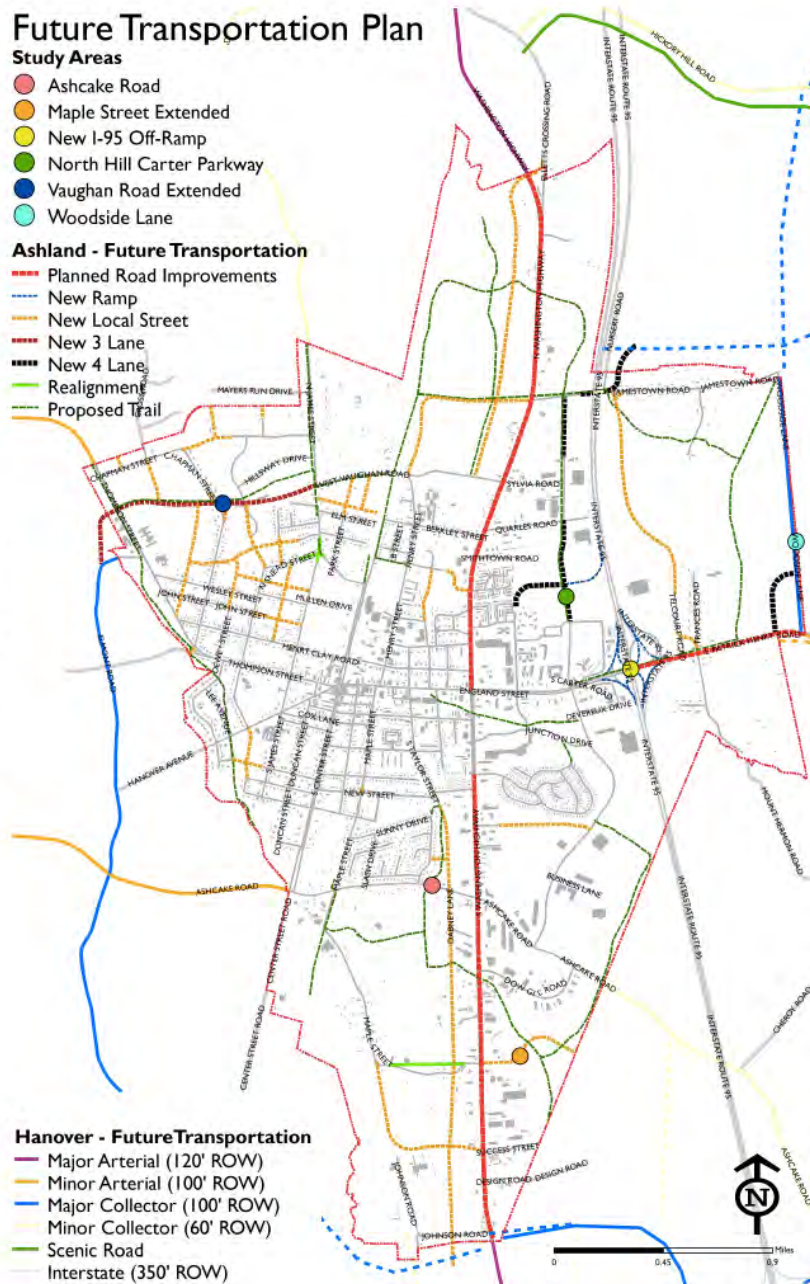
- Ashcake Road
- Maple Street Extended
- New I-95 Off-Ramp
- North Hill Carter Parkway
- Vaughan Road Extended
- Woodside Lane

Ashland - Future Transportation

- Planned Road Improvements
- New Ramp
- New Local Street
- New 3 Lane
- New 4 Lane
- Realignment
- Proposed Trail

Hanover - Future Transportation

- Major Arterial (120' ROW)
- Minor Arterial (100' ROW)
- Major Collector (100' ROW)
- Minor Collector (60' ROW)
- Scenic Road
- Interstate (350' ROW)



Prioritize Complete Streets investments for funding

Have clear prioritization criteria that support Complete Streets in:

- Local process
- Regional process
- State process

These can be qualitative!

Project Selection: VDOT Smart Scale

Performance

VTrans Need: Wash-NC Corridor
of Statewide Significance

Click for details

Project Benefit Score

1.0

Final Score

Statewide Rank

District Rank

HB2 COST TOTAL COST

18.4

32/287

4/22

14.0

42/287

5/22

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
10% of score		30% of score		15% of score			10% of score		35% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	0.4	0.5	0	0	0	0	0.2		4.1	8.4	

Example: Des Moines MPO

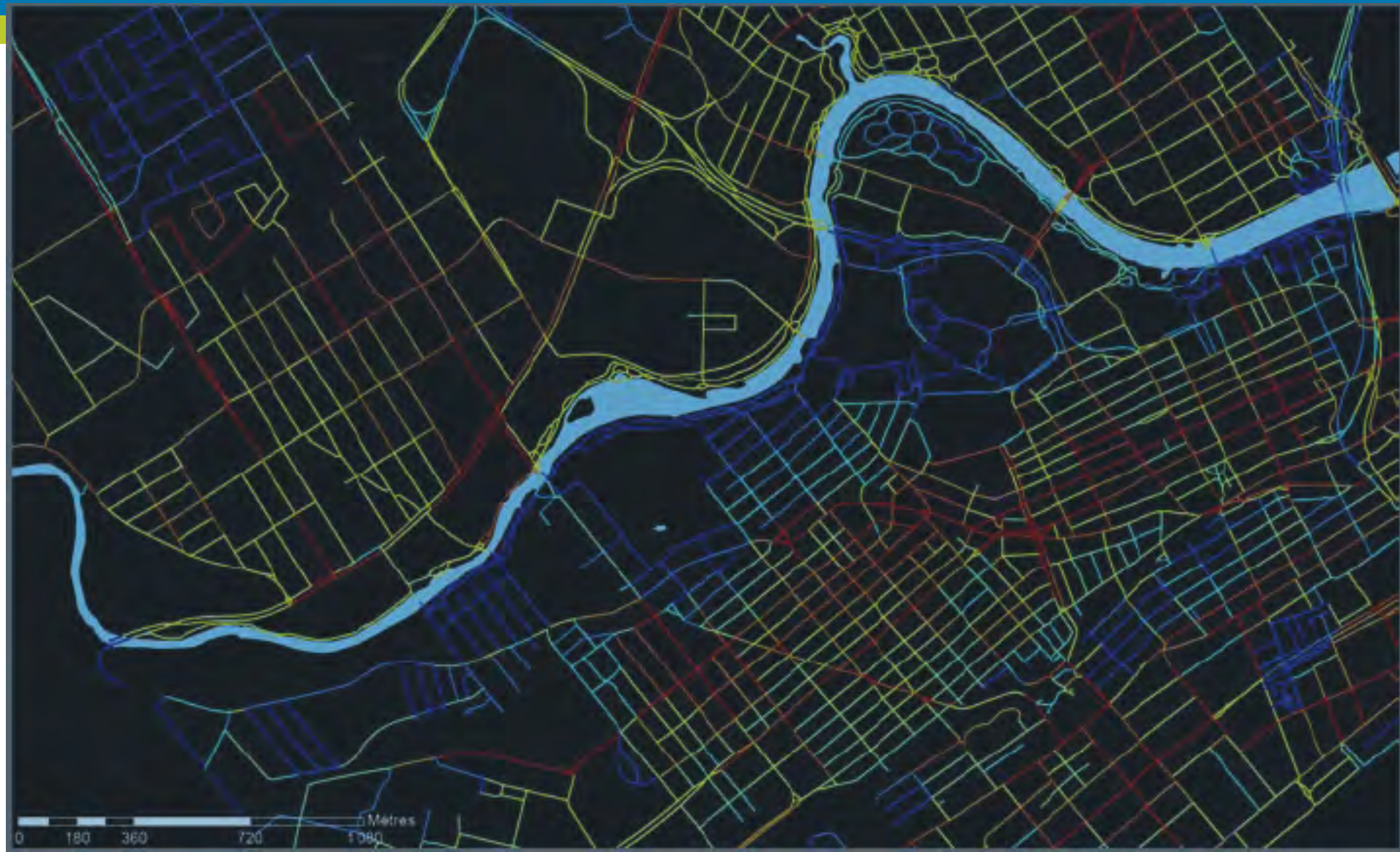
Mobilizing Tomorrow: Project Evaluation Criteria

		Yes	No
Goal 1: Transportation infrastructure and services are well-managed and optimize			
1	Project is on an existing paved facility	15	0
2	Project includes the replacement of a bridge that is in poor condition	10	0
3	Project addresses a corridor with poor pavement condition	15	0
4	Project incorporates Smart City elements <ul style="list-style-type: none"> a. Interconnected Signals b. Signal Priority Technology c. Ramp Metering d. High Definition Mapping e. Smart Meter/Parking 	15	0
5	Project is on corridor that exceeds reliability threshold	10	0
6	Project is on a corridor with a poor truck time reliability index	5	0
Goal 2: Enhance Multimodal Transportation Options			
7	Project includes a bicycle facility <ul style="list-style-type: none"> a. Unprotected = 2 pts b. Protected = 5 pts 	5	0
8	Project includes sidewalks	5	0
9	Project includes public transit amenities (e.g. bus shelters)	5	0
Goal 3: Improve the Region's Environmental Health			
10	Project overlaps an environmentally sensitive area or is in the floodway and no mitigation strategies are being implemented	-10	0
11	Project contributes to improved water quality/quantity by implementing strategies from the IDNR's Stormwater Manual	5	0
Goal 4: Further Health, Safety, and Well-Being			
12	Project includes traffic calming solutions (e.g. 10 ft travel lanes, street trees, planted median, reduced speed limit)	5	0
13	Project incorporates pedestrian safety features at intersections (e.g. crosswalks, pedestrian signals, median refuge)	5	0
TOTAL		100	

Example: Lake Charles, LA

No.	Evaluation Criteria	Refers to Item#	Score Range	Your Score
1	Improve Quality of Life (0-15 Points)			
	Does this project comply with LaDOTD Complete Streets Policy?	1.1	(0-5)	
	Was this project identified as a need in local or state bike/pedestrian plan?	1.2	(0-5)	
	Does this project improve visual environment with street scaping?	1.3	(0-5)	
2	Improve Safety and Security (0-15 Points)			
	Does this project specifically improve safety and security?	2.1	(0-5)	
	Does this project address any of the SHSP's Emphasis areas?	2.2	(0-5)	
	Does this project reduce crashes or improve roadway safety?	2.3	(0-5)	
3	Reduce Congestion (0-15 Points)			
	Does this project improve V/C of roadway or LOS of Intersections?	3.1	(0-5)	
	Can the project be expected to reduce congestion on the applicable corridors/region-wide?	3.2	(0-5)	
	Does this project include any TDM type strategies that reduce congestion?	3.3	(0-5)	
4	Improve Access (0-10 Points)			
	Will the project Improve mobility and accessibility without increasing VMT and ADT?	4.1	(0-5)	
	Does this project increase connectivity and reduce travel times?	4.2	(0-5)	
5	Support Economic Development and Land Use Goals (0-10)			
	Does this project have positive impact on economic land use goals?	5.1	(0-5)	
	Is this project part of a regional program or economic development strategy?	5.2	(0-5)	
6	Promote Efficiency (0-10)			
	Does this project promote improved system management and reduction in costs?	6.1	(0-5)	
	Does this project include any Right-of-Way preservation?	6.2	(0-5)	
7	Protect the Environment (0-5)			
	Does this project significantly impact any wetlands, flood protection areas, or any culturally significant sites?	7	(0-5)	
8	Increase Multi-Modal Options and Energy Conservation (0-15 Points)			
	Does this project facilitate the transfer of passengers and goods between different modes?	8.1	(0-5)	
	Does this project improve access to existing/proposed transportation terminal facility?	8.2	(0-5)	
	Will the project impact fuel consumption or reduce single occupancy vehicle usage?	8.3	(0-5)	
9	Cost Sharing (0-5)			
	Is the 20% Local Match firm and clearly documented?	9.1	("Y" or "N")	
	Is the local match more than %30 of total project cost? (Y=5, N=0)	9.2	(0-5)	
10	Project Readiness (No Points)			
	Does the project require Right-of-Way acquisition?	10.1	("Y" or "N")	
	Does the project require Environmental Clearance?	10.2	("Y" or "N")	

Example: Quebec network prioritization tool



Example: Tennessee Multimodal Suitability Index

Safety

The Safety Analysis included collecting bicycle and pedestrian crashes that occurred between the years 2013 - 2017. Each roadway segment was scored 1 - 5 based on the presence of a bicycle or pedestrian crash, or multiple crashes.

- » Pedestrian Crash Segments
- » Pedestrian Crash Intersections
- » Bicycle Crash Segments
- » Bicycle Crash Intersections

Equity

An Equity Analysis was conducted to determine access to resources for populations whose options are limited. Each segment will be scored 1 - 5 based on where it is located on the scale of low to high inequality. Data for low equality/high inequality:

- » Low-income populations
- » Non-white populations
- » Populations > 64
- » Populations < 18
- » Zero car households

Demand

A Multimodal Demand Analysis involved determining areas of high activity that contain trip generators and attractors. Each segment was scored 1 - 5 based on low - high demand for multimodal travel.

- » **Live** - Population density
- » **Work** - Employment density
- » **Learn** - Schools
- » **Play and Shop** - Businesses, land use, recreation
- » **Transit** Access

Supply

The Multimodal Supply Analysis was conducted by examining the roadway characteristics of the region. This is executed by scoring each segment 1 - 5 based on the following transportation features:

- » Posted speed limit
- » Number of travel lanes
- » Width of travel lanes
- » Sidewalk presence
- » Bike lane presence
- » Traffic volume (AADT)

Potential opportunities

- Create formal local project prioritization criteria (even simple qualitative)
- Prioritized list of pedestrian and bicycle connectivity projects

3) Make sure local plans/code encourage walkable, bikable environments

Local plans/code

Six principles:

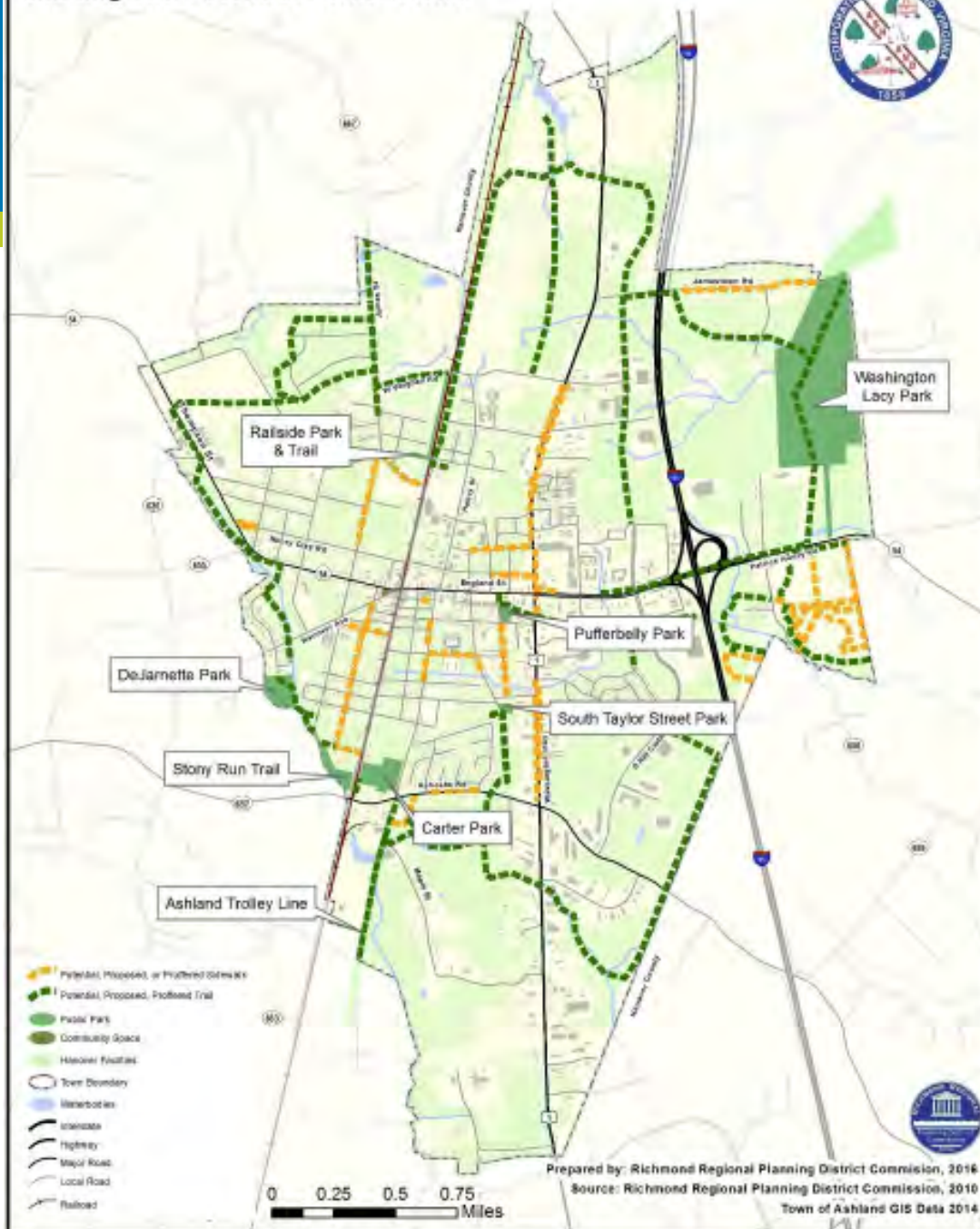
- Promoting connectivity
- Orienting buildings to the street
- Reducing parking minimums
- Clustering development and encouraging a mix of uses
- Access management
- Making sure traffic impact requirements don't lead to unnecessary road expansion



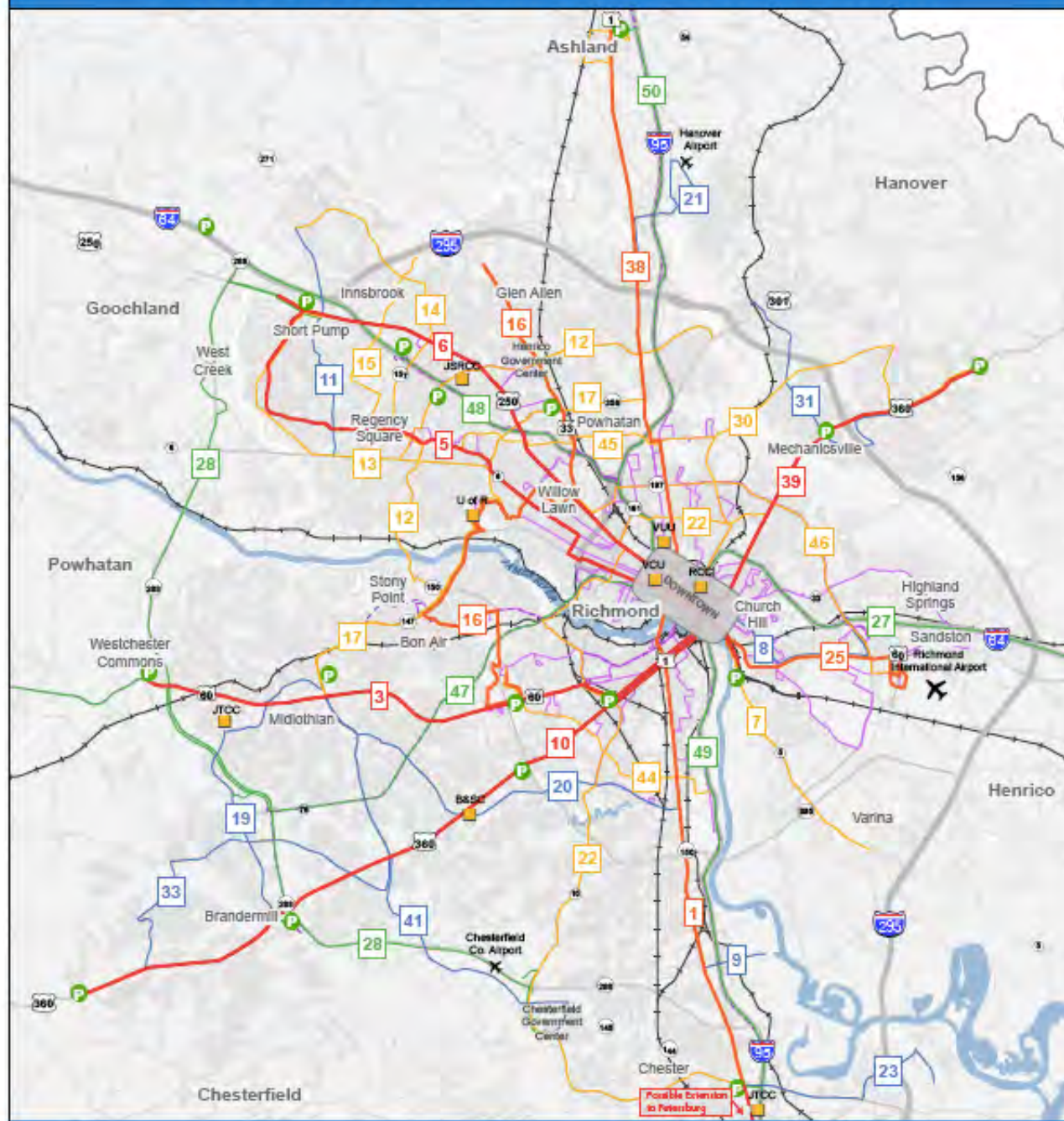
Local plans/code

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Publicly Owned or Maintained Parks in the Town of Ashland Existing and Potential Connections



Greater RVA Transit Vision Plan Network



Local plans/code

- Promoting connectivity
- Orienting buildings to the street
- Reducing parking minimums
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Zoning Map

Town of Ashland

June 6, 2018

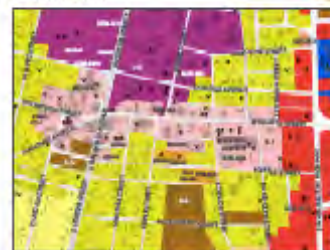
- | | |
|-------------------------------|------------------------------|
| RR-1, Residential Rural | B-1, Central Business |
| RRC, Development Option | B-2, Highway Commercial |
| R-1, Residential Restricted | B-4, Neighborhood Commercial |
| R-2, Residential Limited | HE, Higher Education |
| R-3, Residential Medium | M-1, Light Industrial |
| R-4, Residential High | POB, Planned Office Business |
| R-5, Residential MHS-Family | PSC, Planned Shopping Center |
| RO-1, Residential Office | |
| PMH, Planned Mobile Home | |
| PUD, Planned Unit Development | |

□ Rezoning

V = Variance

C = Conditional Use Permit

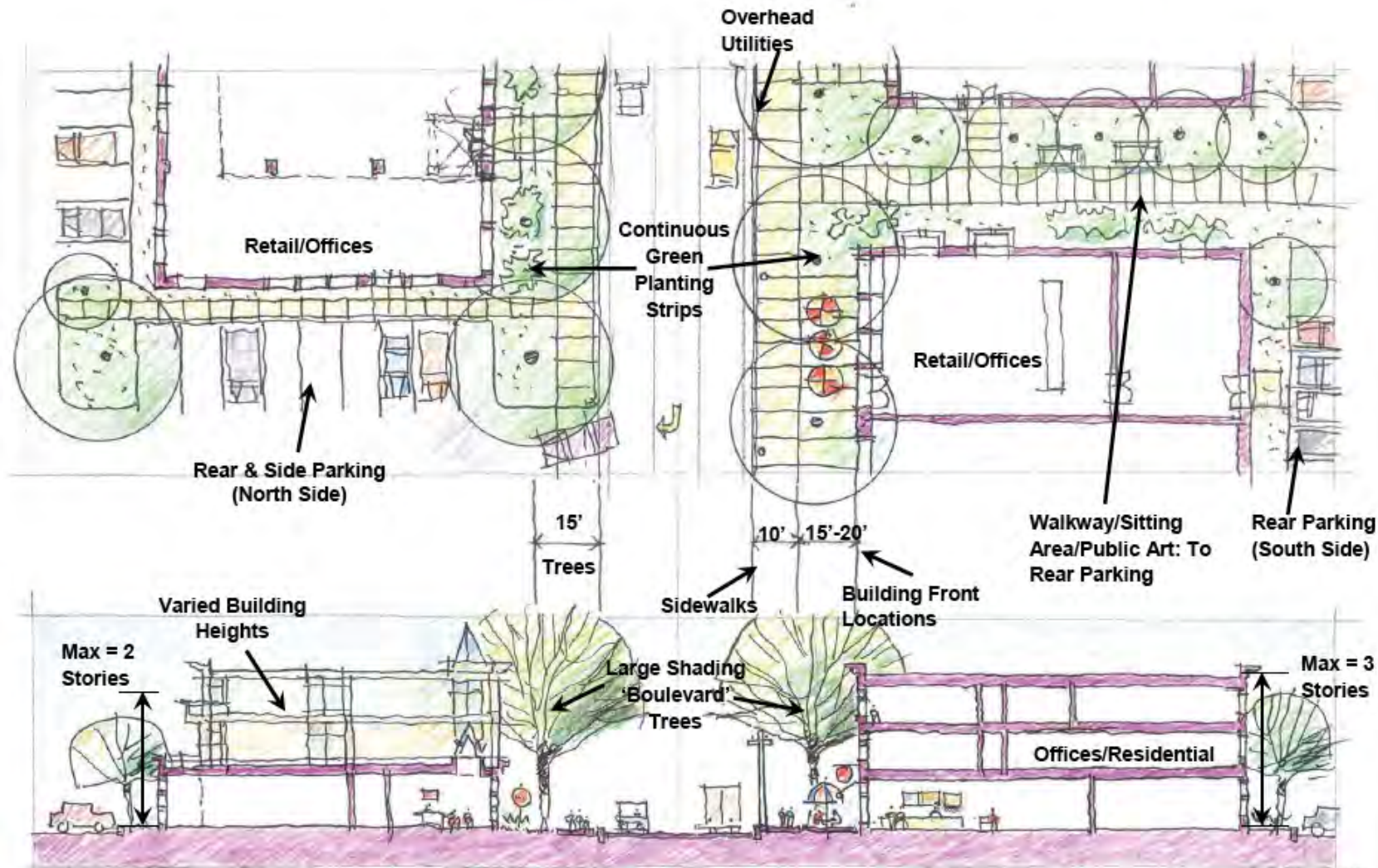
Downtown



Overview

- Zoning for Central Business area promotes pedestrian-friendly main street development
 - Allows multiple land uses (retail, residential, etc.)
 - Does not include minimum building setbacks
 - Requires that parking be located to the sides and rear of buildings
 - Limits driveways
- Form based code recommended in Comp Plan

Central Business: England St



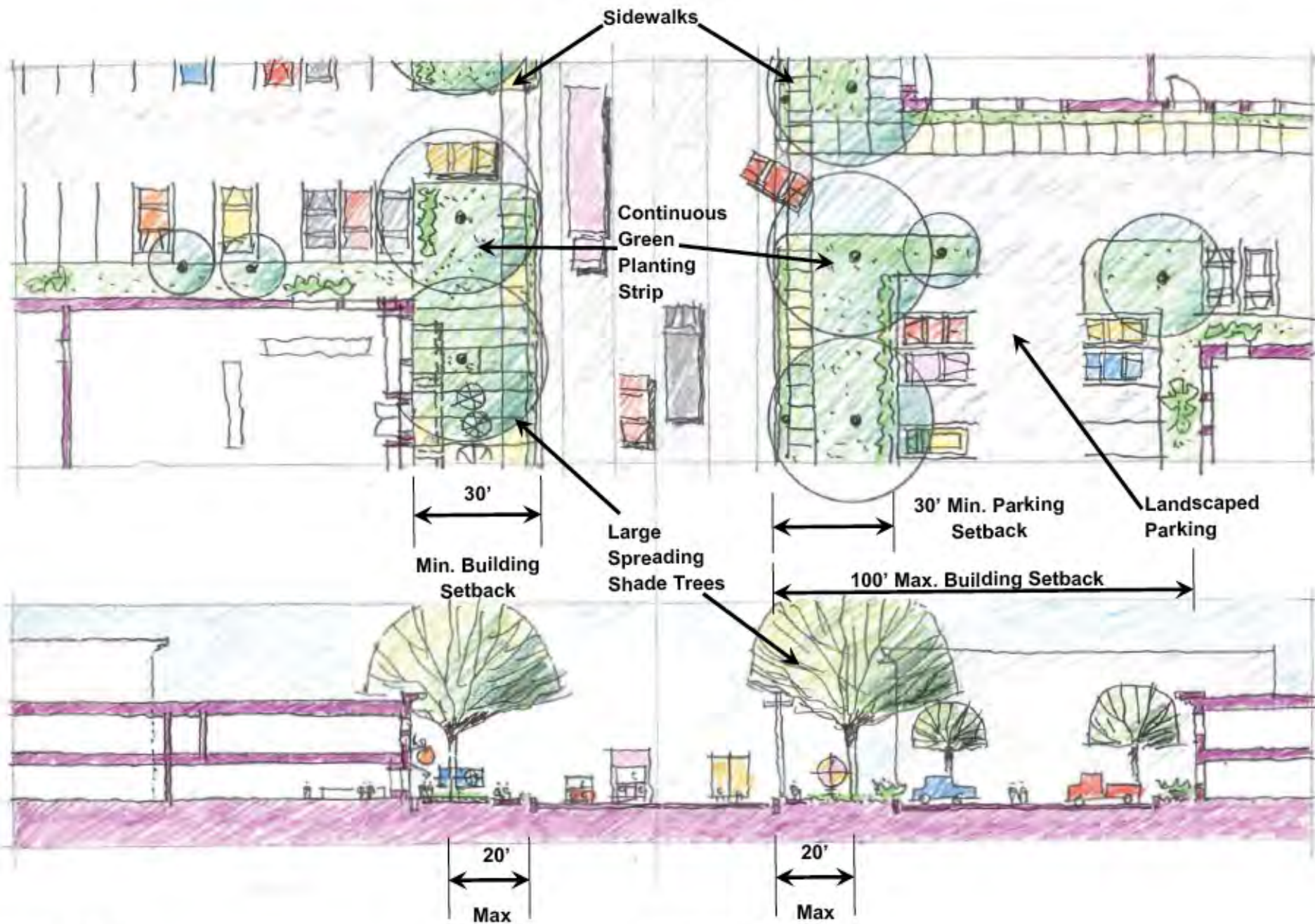
This sketch depicts the desired design for the future appearance of England Street. The desire is for Retail and Office at street level with residential space above. Building should be located at or near the sidewalk to enhance the pedestrian atmosphere.

Ashland parking requirements

- Zoning code allows shared use parking
- Town Code sets a parking maximum of 140% of the number of required spaces for each use, “in an effort to establish a limit on the amount of impervious surfaces and to reduce the urban heat island effect.”

Other zoning

- Most other areas are zoned for a single use type (residential, commercial, etc.).
- Current zoning for other commercial areas have larger minimum building setbacks, no requirements about parking location, no restriction on vehicle access points, etc.
- Comprehensive Plan envisions some areas transitioning in the future (ex. Route 1 corridor)



Local plans/code

- Promoting connectivity
- Orienting buildings to the street
- Reducing parking minimums
- Clustering development and encouraging a mix of uses
- **Access management**
- Making sure traffic impact requirements for new development don't lead to unnecessary road expansion

Local plans/code

- Promoting connectivity
- Orienting buildings to the street
- Reducing parking minimums
- Clustering development and encouraging a mix of uses
- Access management
- Making sure traffic impact requirements for new development don't lead to unnecessary road expansion

Potential opportunities

- Access management
- Update zoning outside of central business area over time to encourage more pedestrian-friendly development
- Consider form-based code

4) Make the development you want easy to do

Making the right development easier

- Have a clear vision in place for the type(s) of community design the locality wants to see
- Build the case for Complete Streets-supportive development and show examples
- Make the administrative processes easier for Complete Streets-supportive development and harder for development that promotes high-speed car travel.
- Provide other incentives to do the kinds of development the locality wants to see.

Example: Shared use parking

- Remove steps in the approval process for businesses seeking it
- Provide template shared use parking agreements
- Etc.

Big themes

- Make Complete Streets systematic, not ad hoc
- Access management
- Consider bringing Complete Streets-supportive zoning to areas outside the central downtown

Questions/discussion

Where are we now?

- What are your biggest challenges?
- Similarities and differences across the region
- Are there some easy changes that could be made to support Complete Streets goals?