



Case Studies in Livability

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*Performance Measures for
Transportation and Livability*

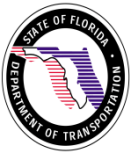
September 8, 2011

How do you measure this?



FDOT Livable Communities Initiative





SR 944/NW 54th Street Livable Corridor Study

Livability Goals and Mobility Expectations

Livability Goals

Create an attractive and viable corridor that supports the economic development and revitalization of NW 54th Street and the Brownsville community.

- The presence of aesthetic features (landscaping, lighting, etc.)
- Support the Caleb Center and Brownsville Metrorail Station as business anchors
- Automobile access to businesses
- Pedestrian access to businesses
- Adequate parking

Create a safe, walkable corridor for all residents and visitors.

- The presence of safe, continuous pedestrian facilities
- Ample opportunities for safe street-crossing
- Safe access to parks and schools to and from NW 54th Street
- Support highly visible public spaces

Maintain and preserve the corridor's unique history, traditions and resources.

- Convenient, seamless connection between the Caleb Center and the Brownsville Metrorail Station
- Preservation of existing, active structures in the corridor; minimize disruptions
- Continued viability of the Martin Luther King Day Parade

Mobility Expectations

Provide adequate safety and mobility in the corridor.

- Vehicular LOS and delay in the corridor
 - Corridor/segment
 - Intersection
- Minimization of turn movement conflicts and other safety hazards

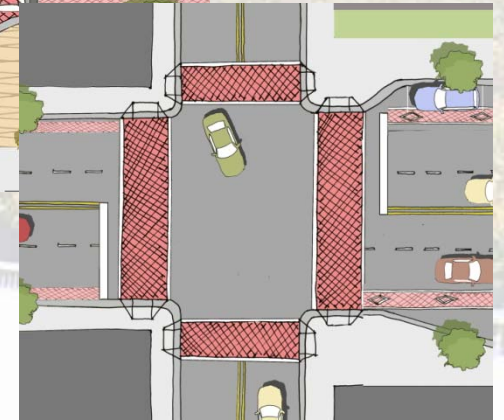
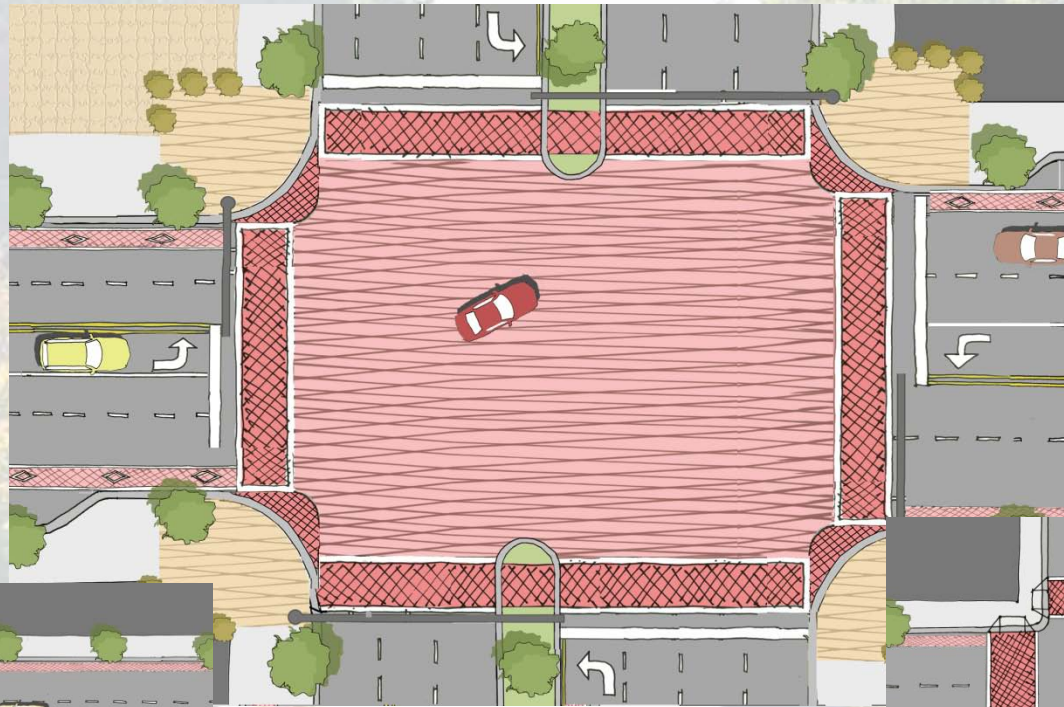
Provide a balance of transportation modes.

- Presence of adequate facilities for all modes in the corridor
- Elimination of barriers to bicycling and walking in the corridor
- Level of service
 - Bicycle LOS
 - Pedestrian LOS
 - Transit LOS

Community-defined



Qualitative and quantitative



Qualitative and Quantitative

Evaluation Factor	70' ROW				85' ROW			
	Status Quo	Type I	Type II/IIA (80' ROW at Key Intersections)	Type I/IA	Type II	Type I/IA	Type II	
Opportunity for aesthetic features (landscaping, lighting, etc.) and enhancement to roadway character.	● No median; sidewalks too narrow for trees, lighting or planters.	○ Small, landscaped median (ground cover only); sidewalks too narrow for trees, lighting or planters.	● Sidewalk can accommodate street trees, lighting and/or planters; no median.	● Sidewalk can accommodate street trees, lighting and/or planters; limited median can accommodate trees and landscaping.	● Sidewalk can accommodate street trees, lighting and/or planters; no median.	● Sidewalk can accommodate street trees, lighting and/or planters; no median.	● Sidewalk can accommodate street trees, lighting and/or planters; no median.	
Automobile access to businesses	● Some direct driveway access; a significant amount of access is provided by side streets.	● Raised median will have minimal impact; most businesses have good side-street access.	● Left turns will not be restricted. However, necessary driveway consolidation may impact a small number of businesses.	● Raised median will have minimal impact; most businesses have good side-street access.	● Center turn lane will maintain access to businesses.	● Center turn lane will maintain access to businesses.	● Center turn lane will maintain access to businesses.	
Pedestrian access to businesses	○ Setbacks, build-to lines place buildings far back from the sidewalk. Parking in front creates barrier for access.	● Elimination of setbacks and build-to lines bring buildings close to the sidewalk. Parking shifted to rear. Median can provide opportunity for mid-block crossing refuge.	● Elimination of setbacks and build-to lines bring buildings close to the sidewalk. Parking shifted to rear.	● Elimination of setbacks and build-to lines bring buildings close to the sidewalk. Parking shifted to rear. Bulb-outs and/or raised median can provide opportunity for mid-block crossing.	● Elimination of setbacks and build-to lines bring buildings close to the sidewalk. Parking shifted to rear.	● Elimination of setbacks and build-to lines bring buildings close to the sidewalk. Parking shifted to rear.	● Elimination of setbacks and build-to lines bring buildings close to the sidewalk. Parking shifted to rear.	
The presence of safe, continuous pedestrian facilities	● Minimal sidewalk width (6'); no	● Minimal sidewalk width (6'); no	● Wider sidewalk; street trees and	● Wider sidewalk; street trees and on-	● Wider sidewalk; street trees and	● Wider sidewalk; street trees and	● Wider sidewalk; street trees and	

Latest Guidance on Performance Measures



U.S. Environmental Protection Agency

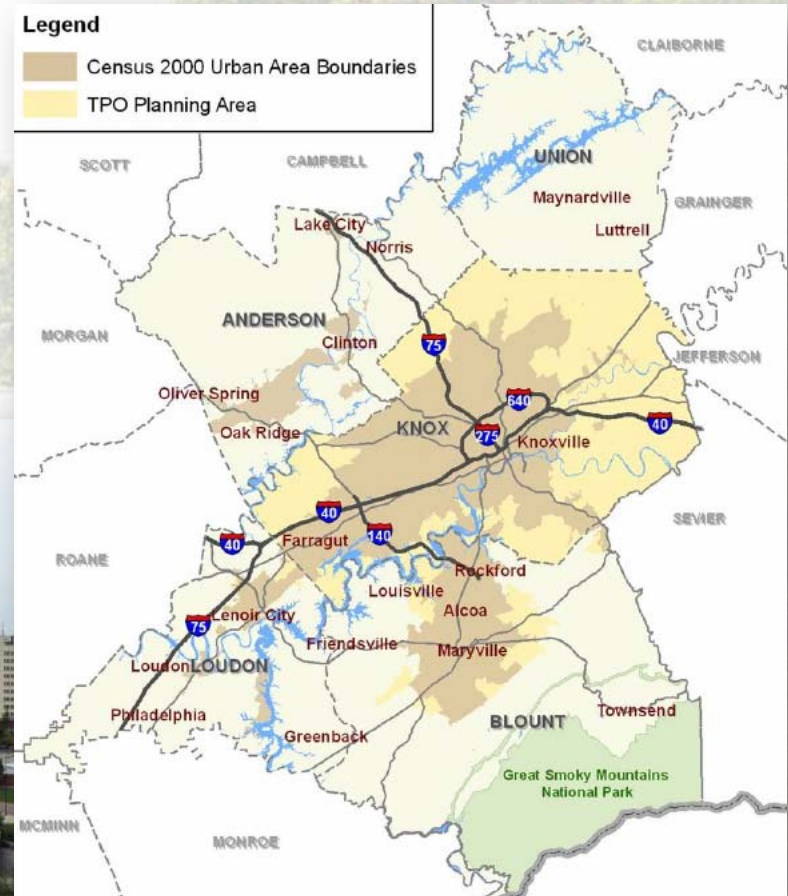
Draft Guidebook for Sustainable Community Performance Measurement

July 20, 2011

Prepared for
U.S. Environmental Protection Agency

Prepared by
ICF International
620 Folsom St., 2nd Floor
San Francisco, CA 94107

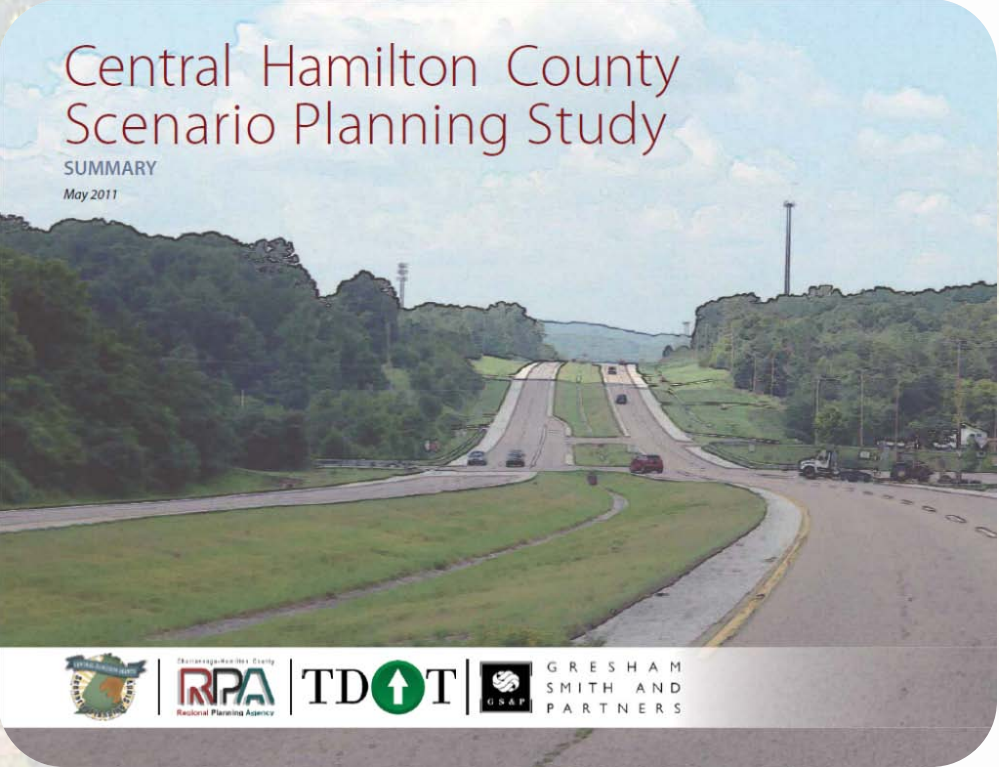
Knoxville Regional Plan for Livable Communities



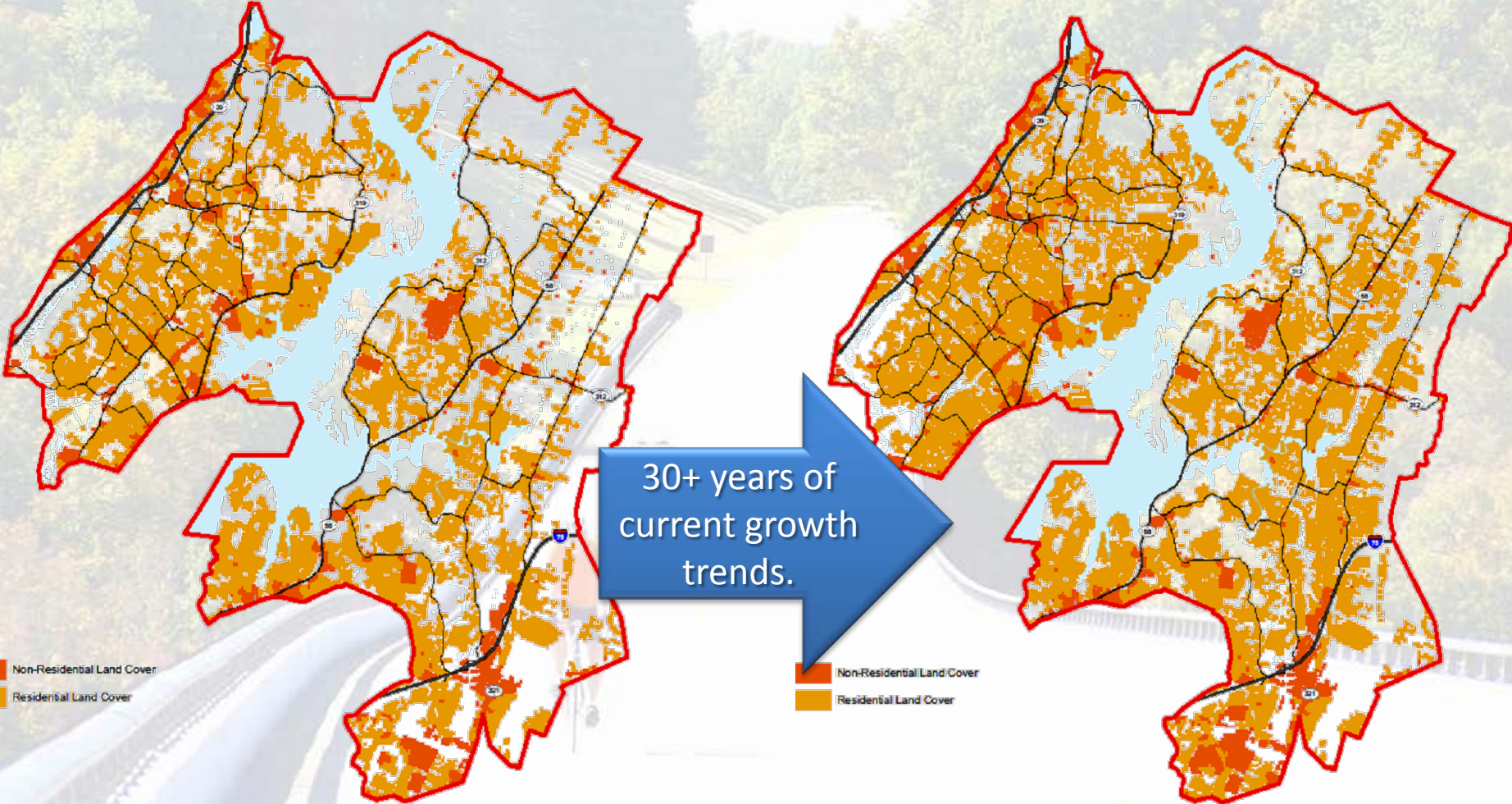
Performance Measures

- 3.1. Transit trips per capita**
- 3.2. Workers commuting by transit, bicycle, or foot**
- 3.3. Vehicle miles traveled per capita**
- 3.4. New homes built in areas well-served by transit – or – New homes built near employment centers**
- 3.5. Affordable homes and rental units well-served by transit – or – Affordable homes and rental units near employment centers**
- 3.6. Household transportation costs**
- 3.7. Low income households within a 30 minute transit commute of major employment centers – or – Low income households within a 20 minute driving commute of a major employment center**
- 3.8. Jobs well served by transit**
- 3.9. Residential units near employment centers**
- 3.10. New construction accommodated on previously developed land**
- 3.11. Rate of agricultural and natural resource land lost to development**
- 3.12. Shared elements of regional transportation, housing, water and air quality plans tied to local comprehensive land use or capital improvement plans**
- 3.13. Dollars of public sector investment within ½ mile of a well served transit stop – or – Public sector investment within ½ mile of an employment center**
- 3.14. Dollars of private sector investment within ½ mile of a well served transit stop – or – Private sector investment within ½ mile of an employment center**
- 3.15. Transportation related emissions per capita**
- 3.16. Non-occupant fatality rate**
- 3.17. Homes within walking distance to retail, services, and parks**

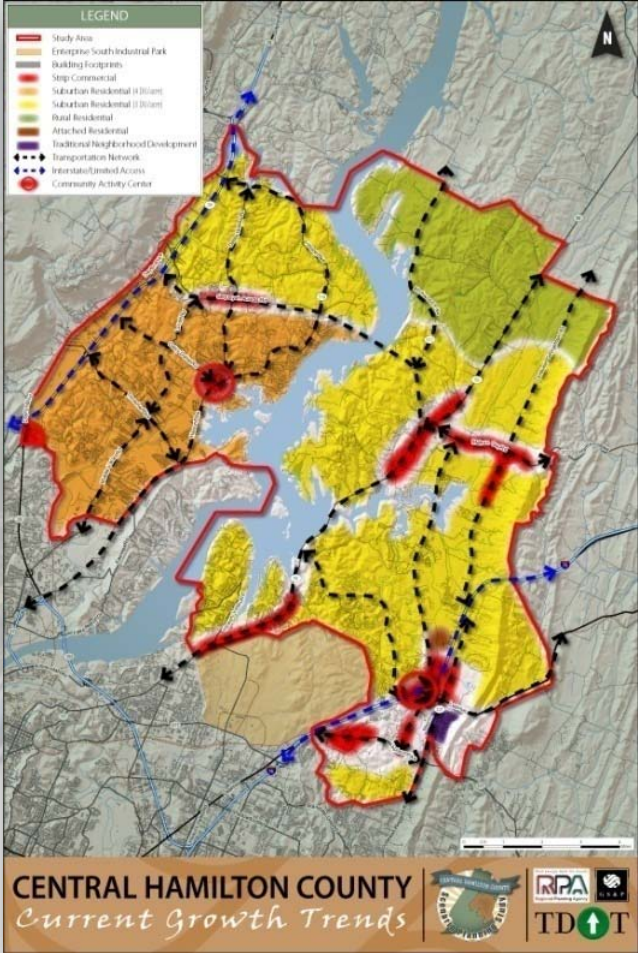
Performance Measures in Practice: Central Hamilton County Scenario Planning Study



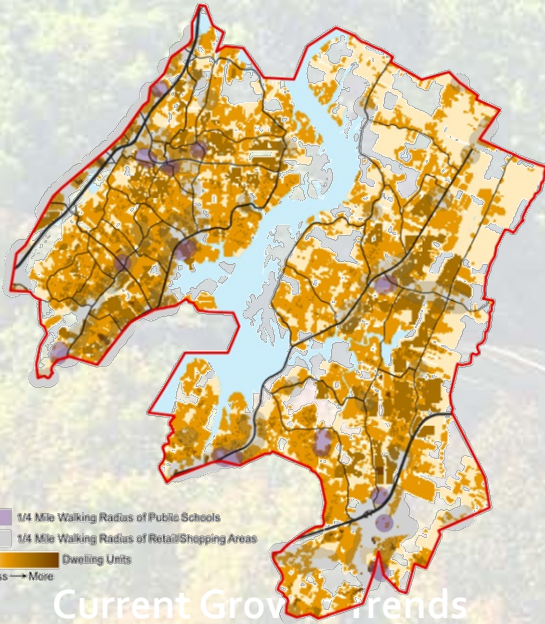
Performance Measures in Practice: Central Hamilton County Scenario Planning Study



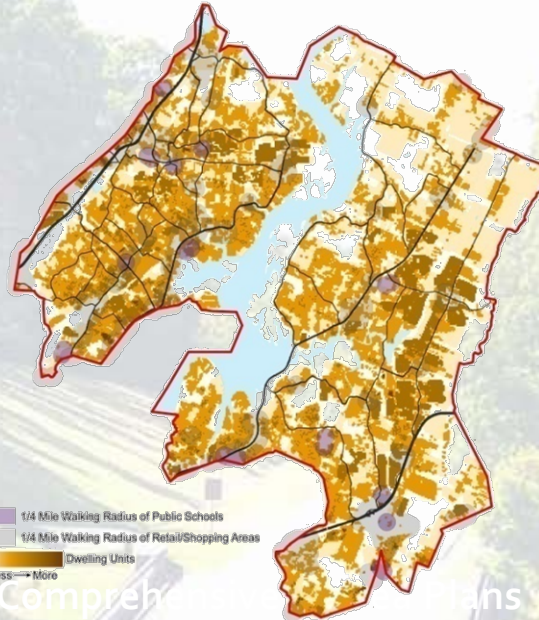
Performance Measures in Practice: Central Hamilton County Scenario Planning Study



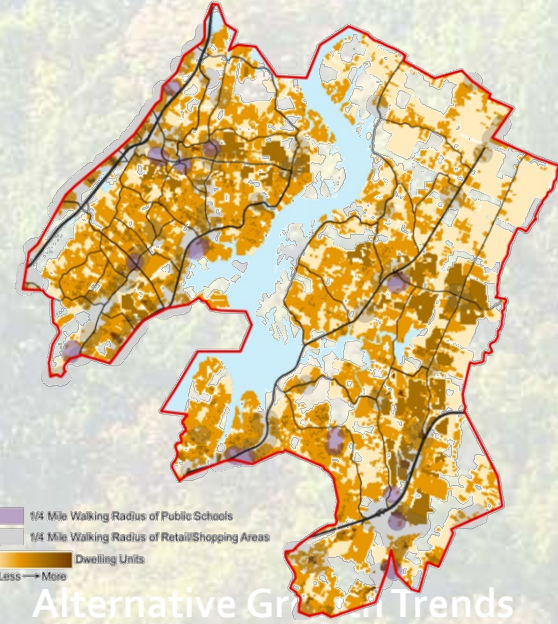
Residential units near employment (activity) centers



Current Growth Trends

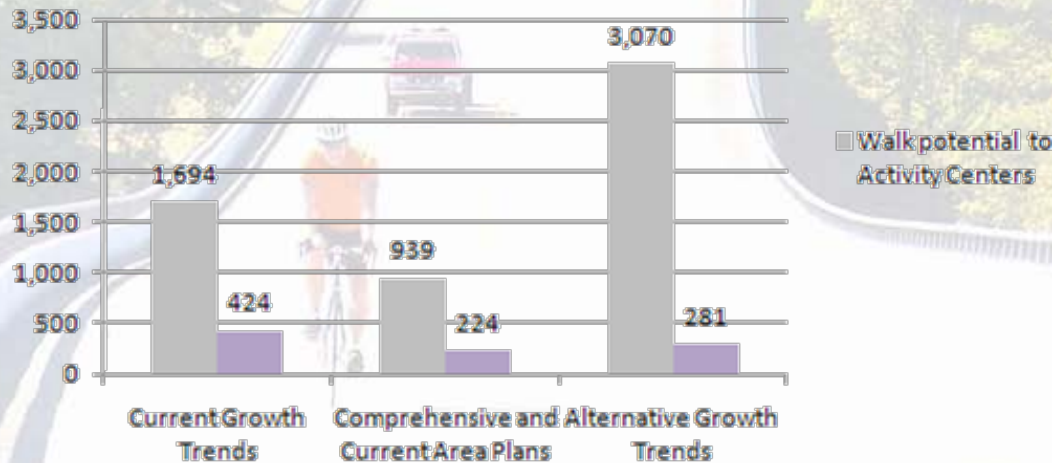


Comprehensive and Alternative Growth Plans

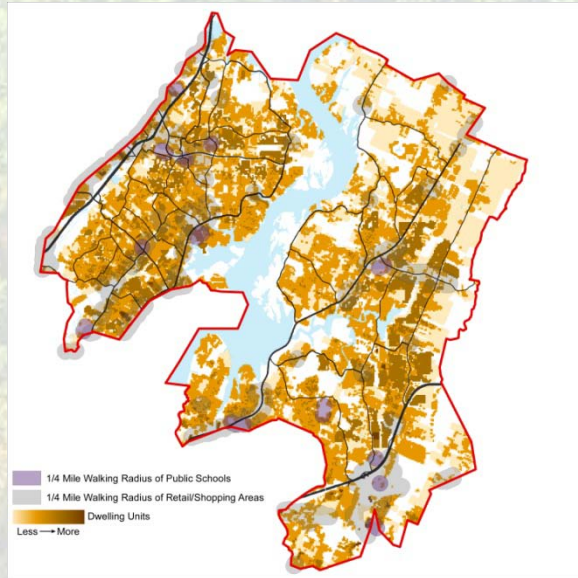


Alternative Growth Trends

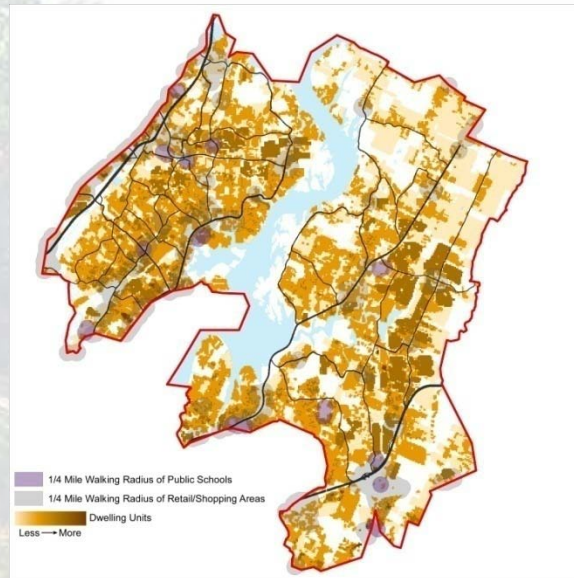
Total Dwelling Units with Walking Potential



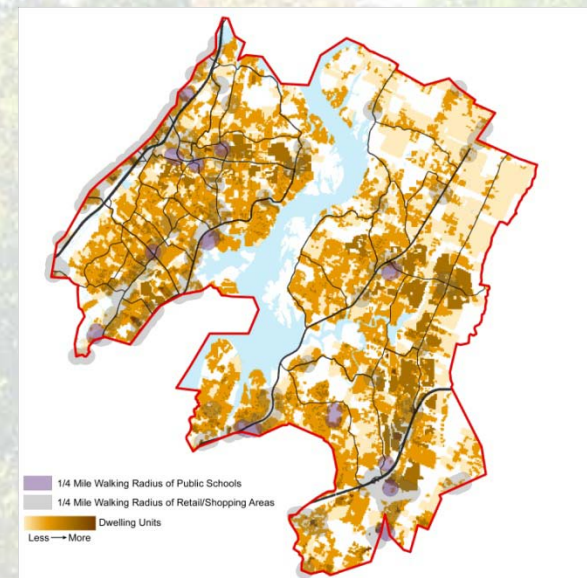
Homes within walking distance retail, services and parks (and schools)



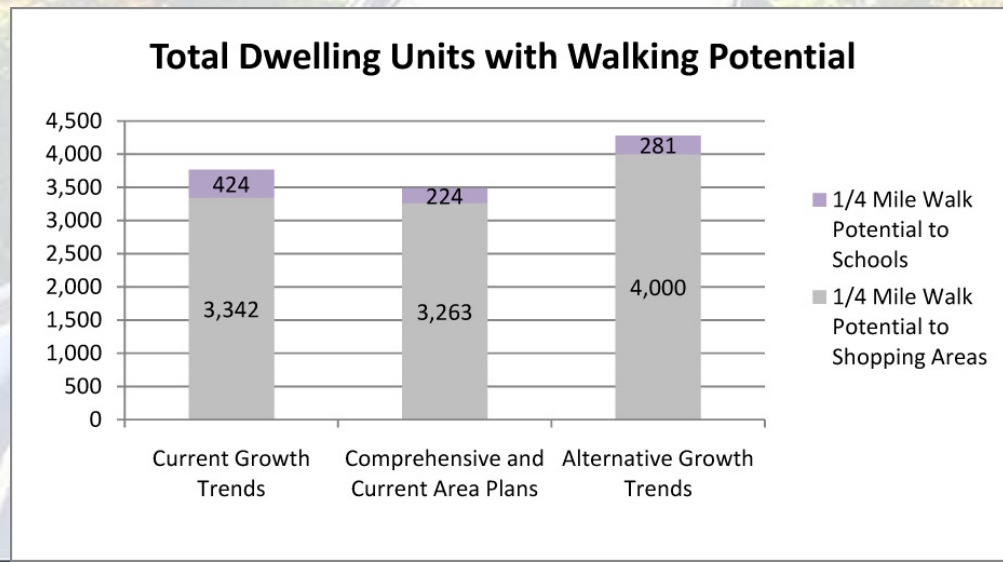
Current Growth Trends



Comprehensive and Current Area Plans



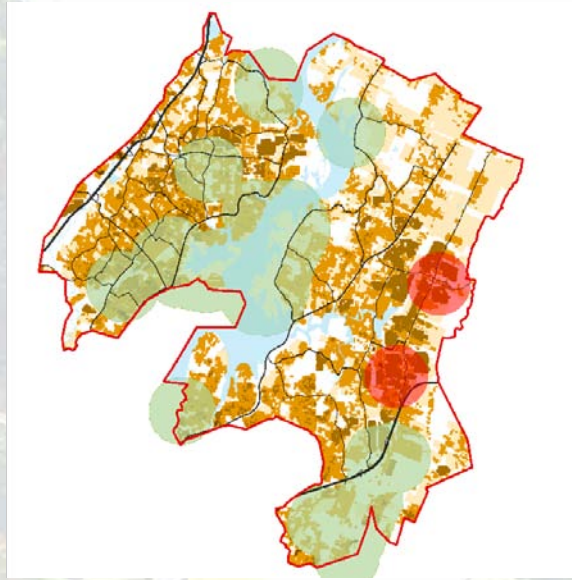
Alternative Growth Trends



New schools/parks



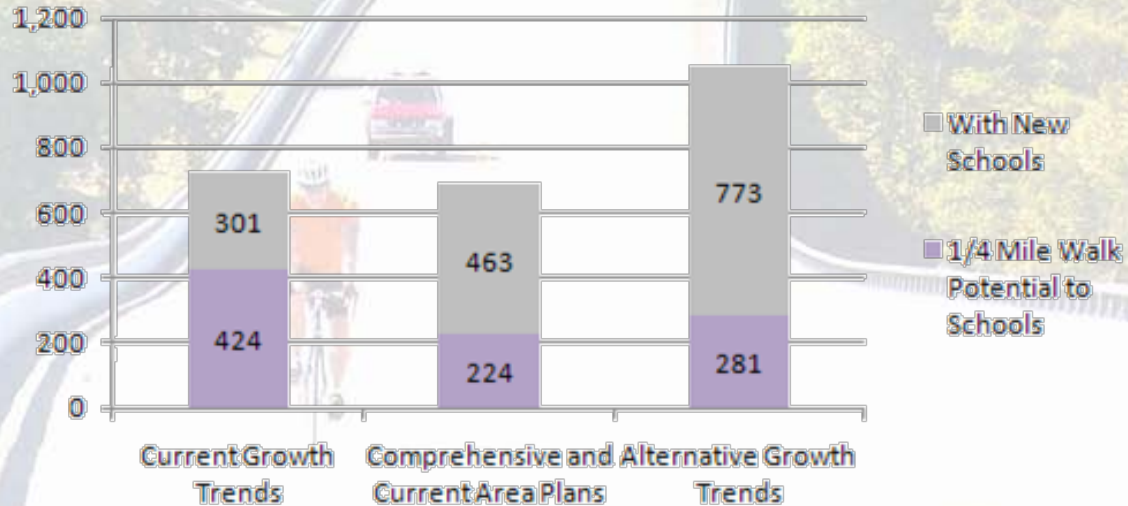
Current Growth Trends



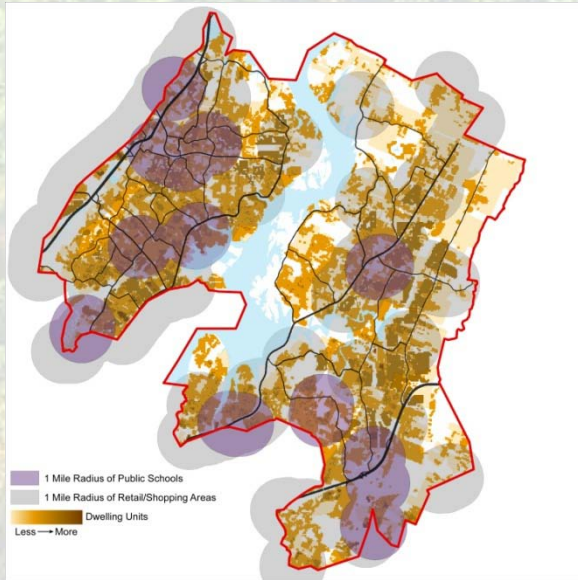
Total Dwelling Units with Walking Potential



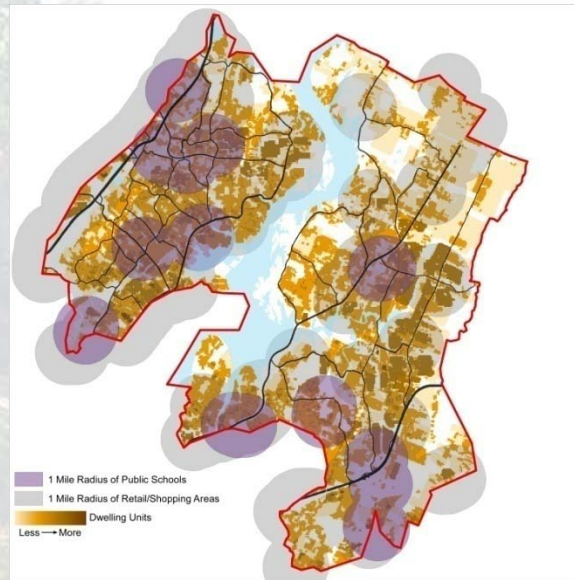
Alternative Growth Trends



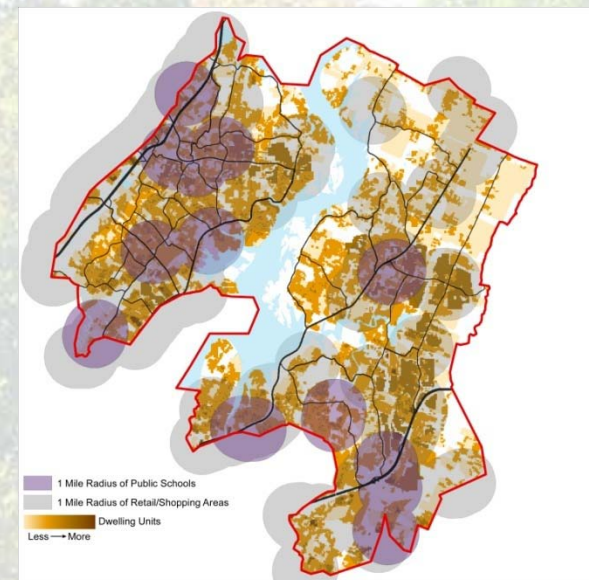
What about bikes?



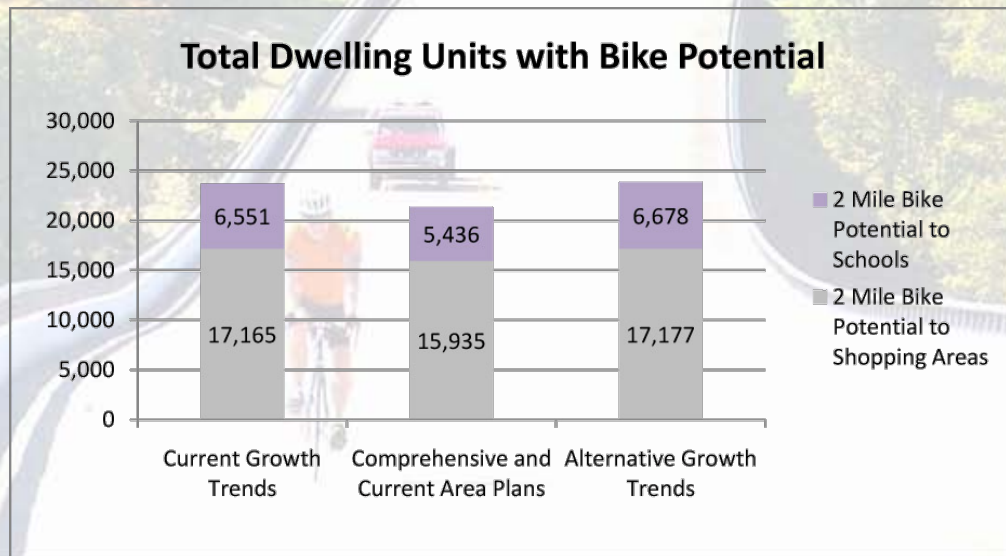
Current Growth Trends



Comprehensive & Area Plans



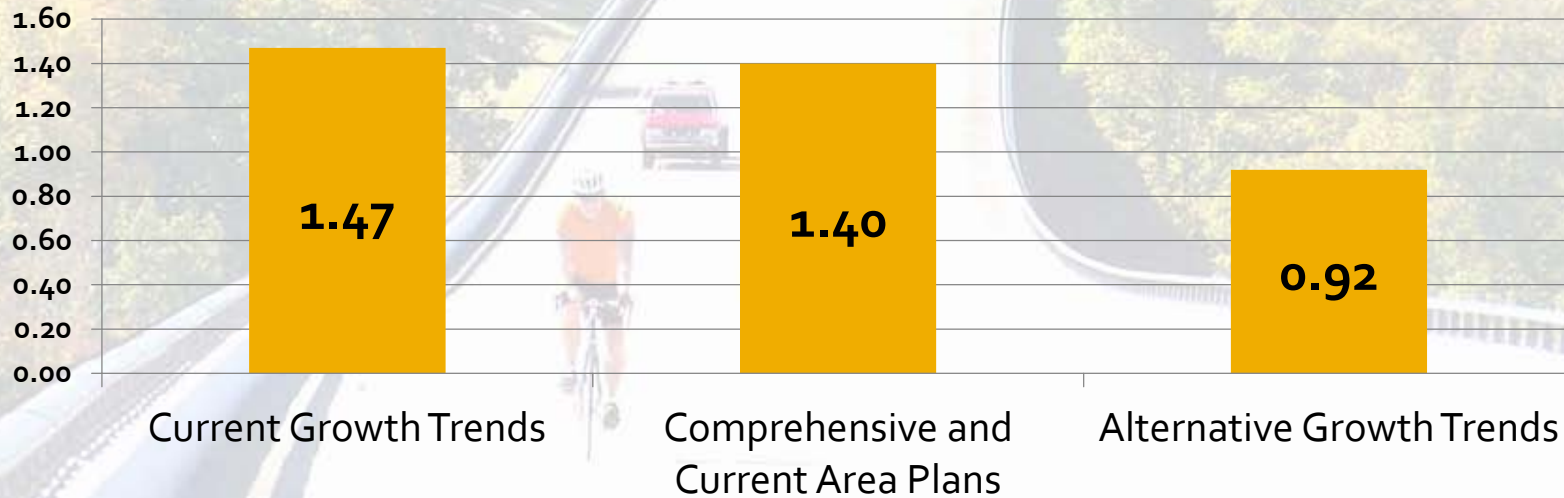
Alternative Growth Trends



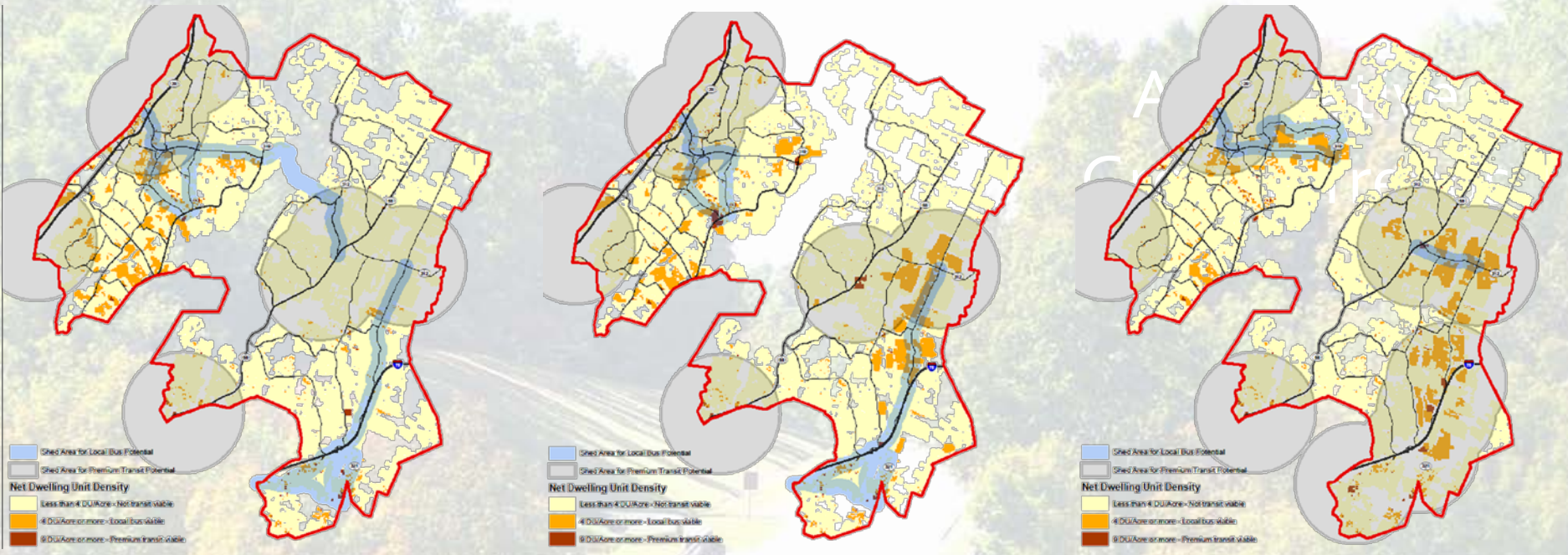
Residential units near employment centers



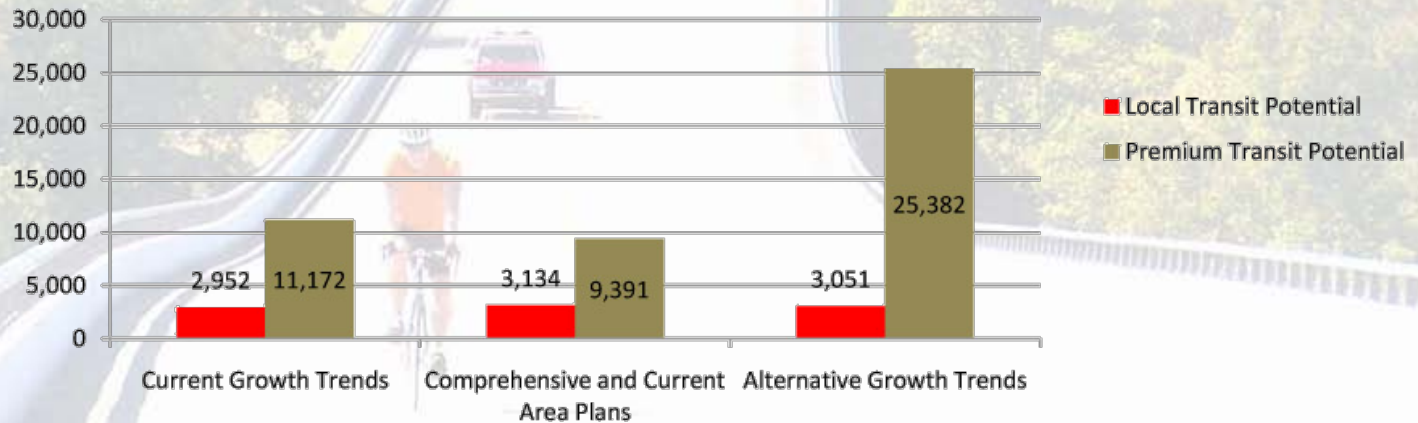
Minimum Average Distance to a Major Attractor (miles)



Homes well-served by transit



Total Dwelling Units with Transit Potential

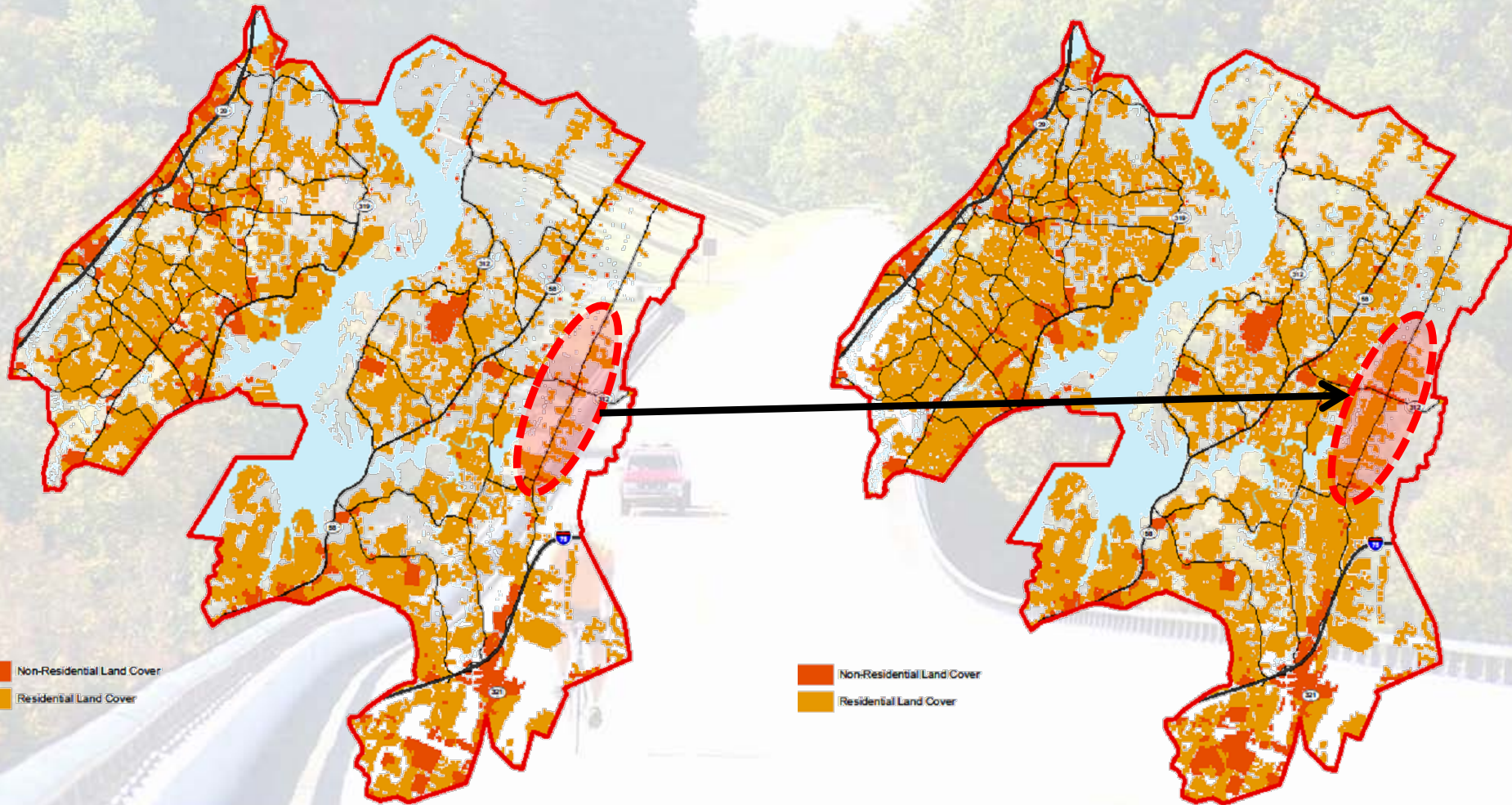


Growth impacts on transportation

...do we want to look like this?



Growth impacts on transportation



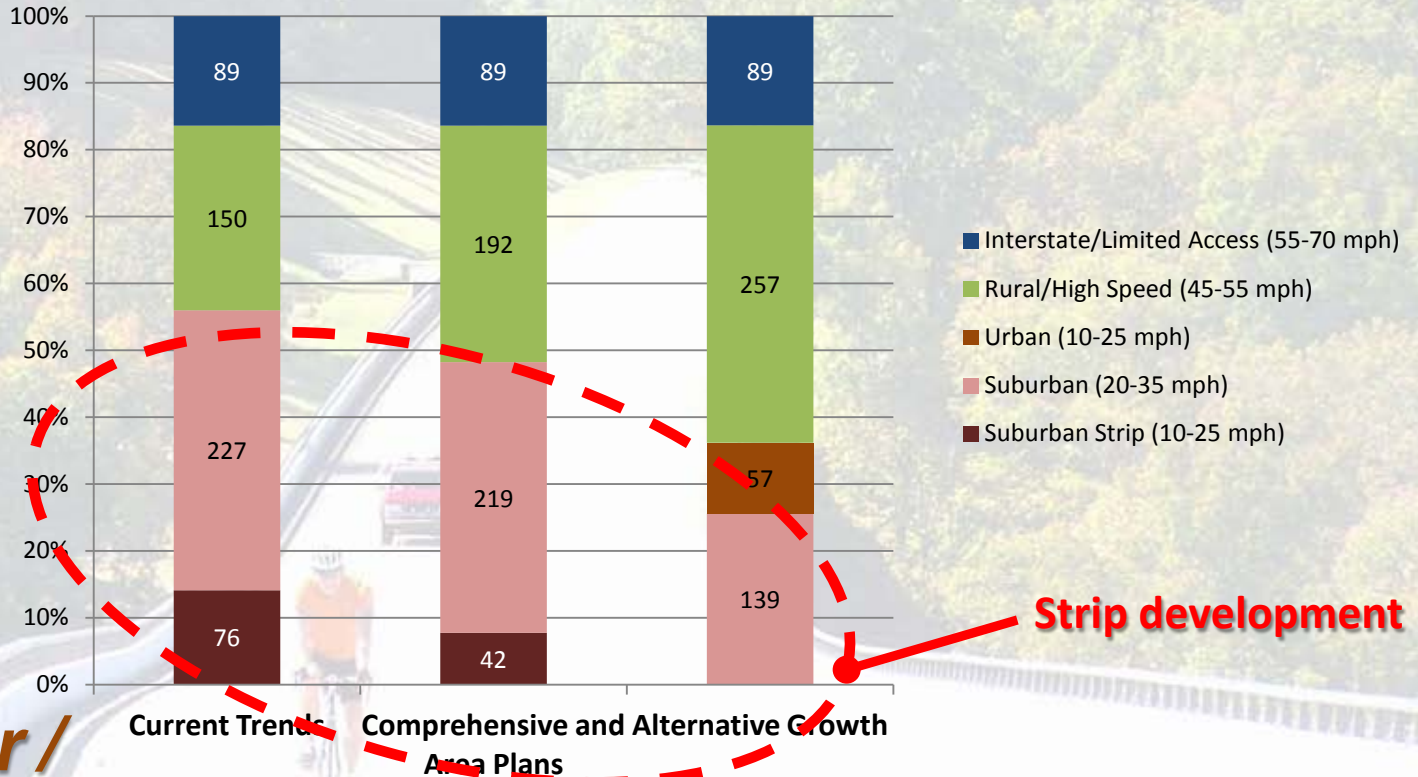
Transportation quality

Lane Miles by Character and Operating Speed

Faster/Rural



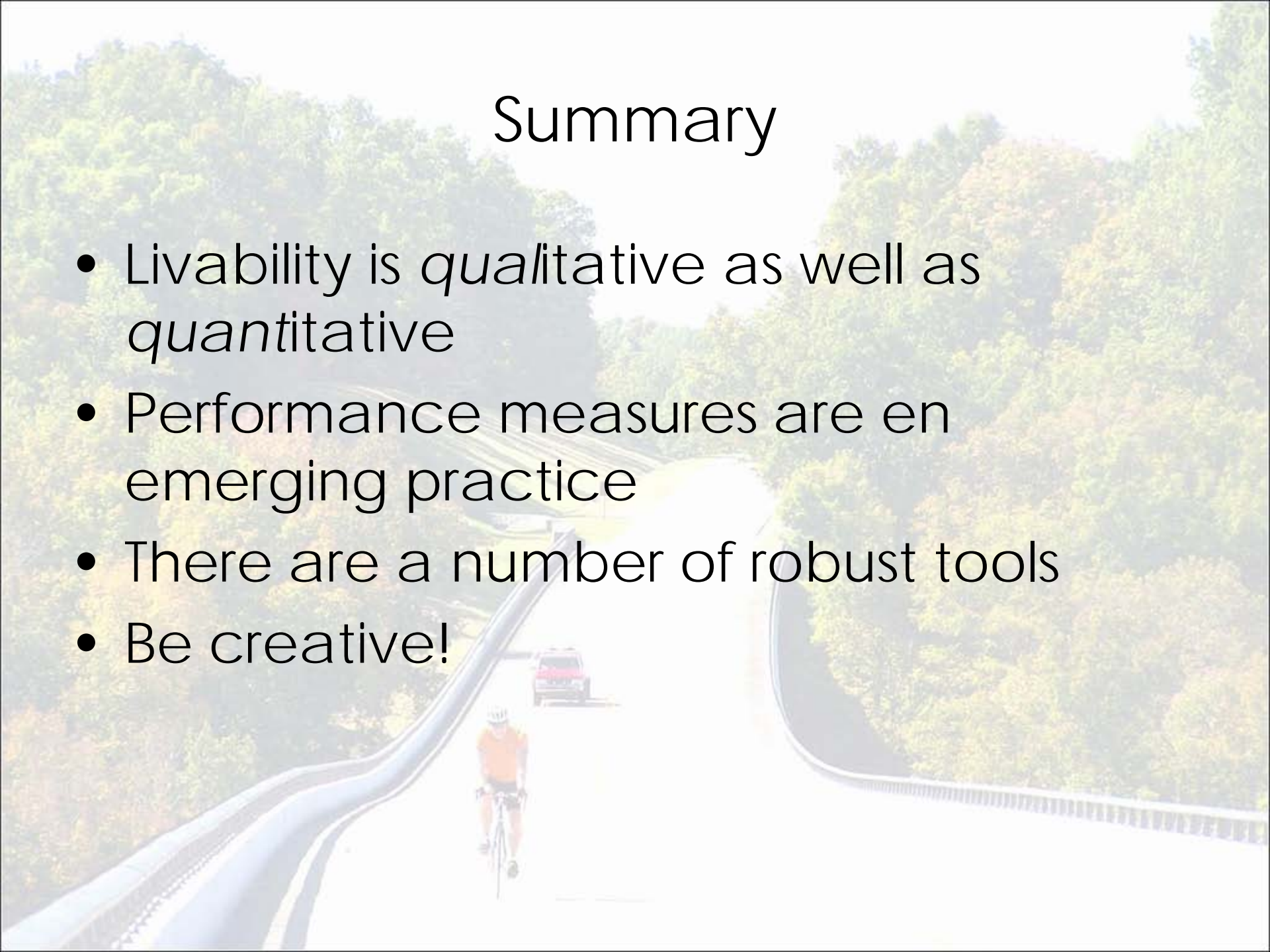
**Slower/
Strip**



Strip development

Summary

- Livability is *qualitative* as well as *quantitative*
- Performance measures are an emerging practice
- There are a number of robust tools
- Be creative!



A scenic view of a winding road through a forest with autumn foliage. The road curves through the trees, and the colors of the leaves are in various shades of green, yellow, and orange. The sky is bright and clear.

Thank you!

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