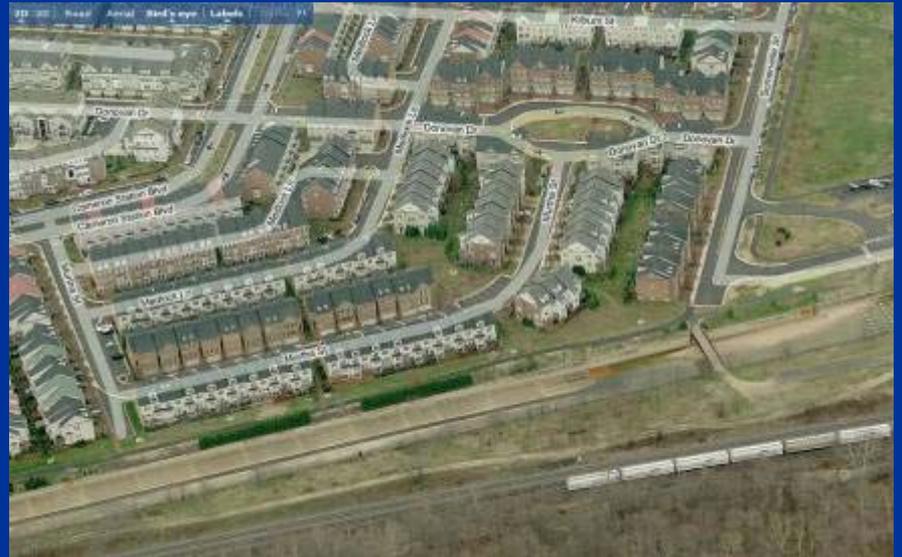


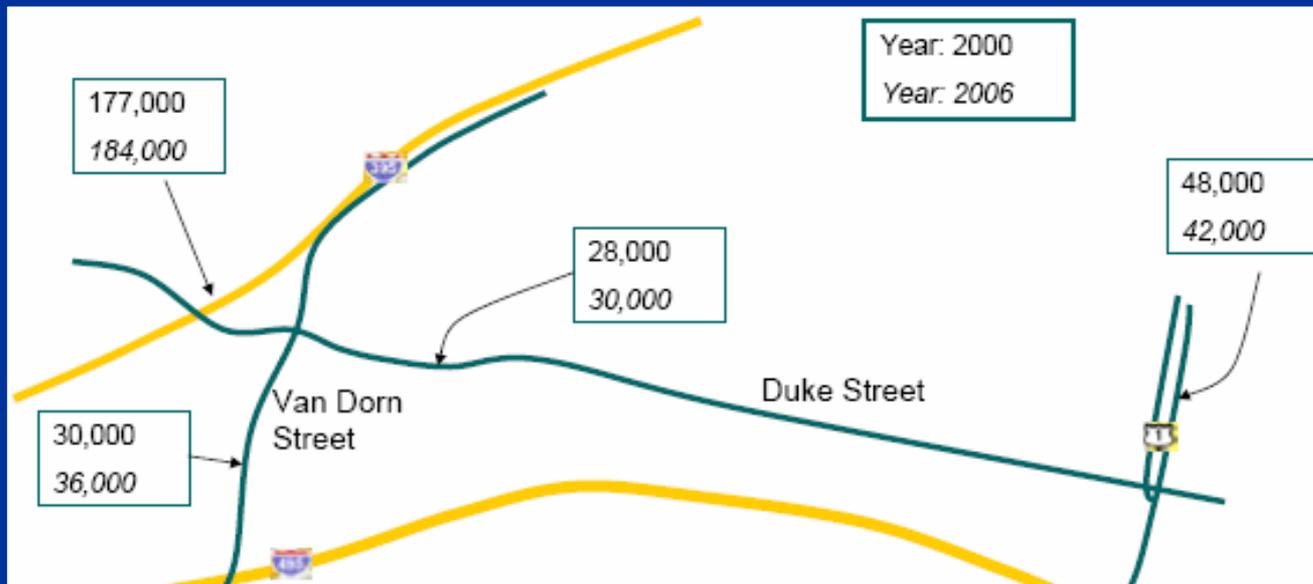


Transportation



Regional Transportation Demand

- Transit share is up, but vehicular traffic volumes continue to grow.
- People will continue to use local arterials when expressways are congested.



Through Traffic Choices

1. Local traffic will increase with local success and push through traffic out to expressways.

or

2. Local traffic will not increase, through traffic will take up the slack.

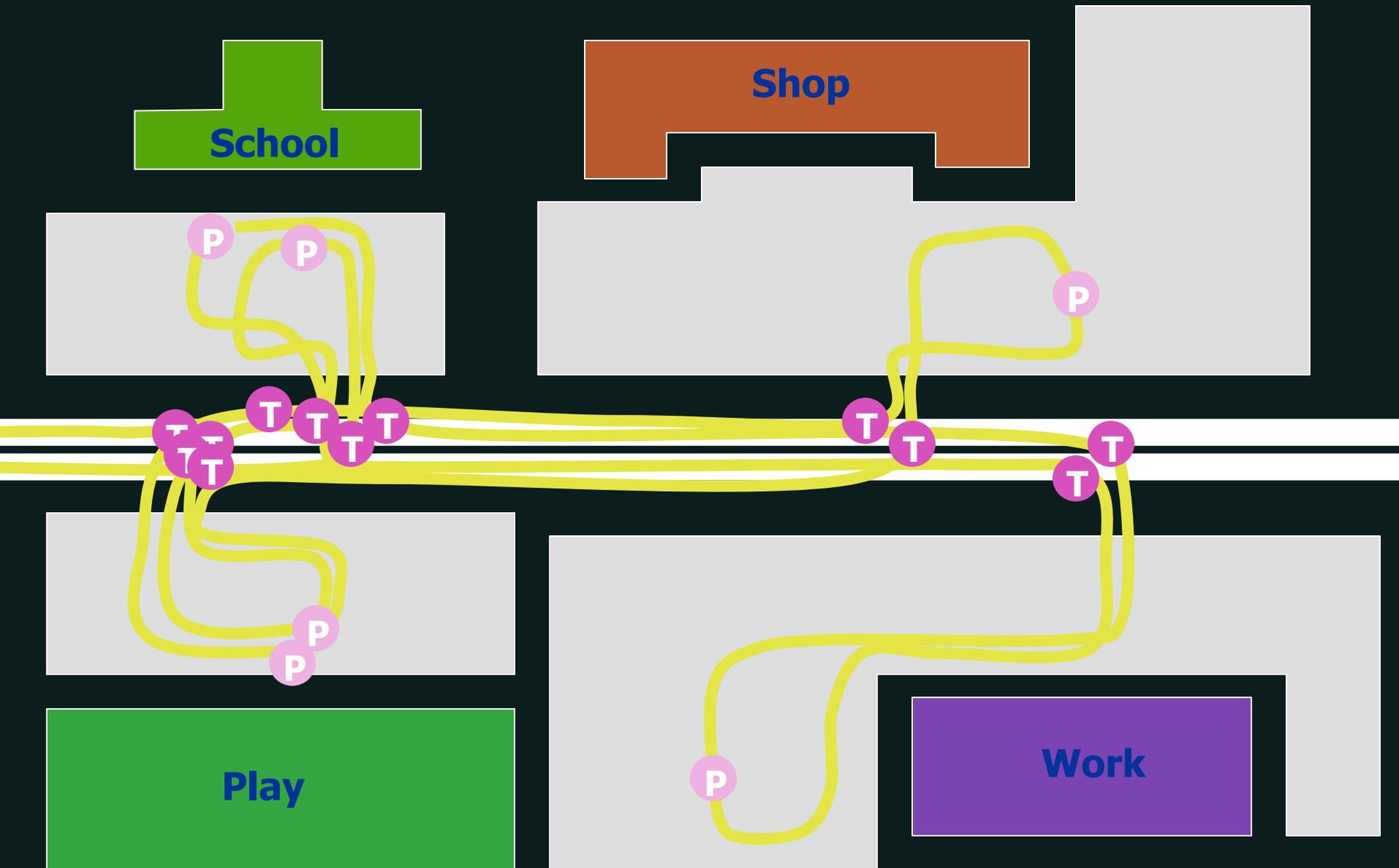
or

3. Restrict capacity at gateways so those who make it in can go faster.

Today's Land Use and Transportation Pattern Requires a Car

Stand-alone land uses served by separate parking lots limits transportation to 1 mode: driving.

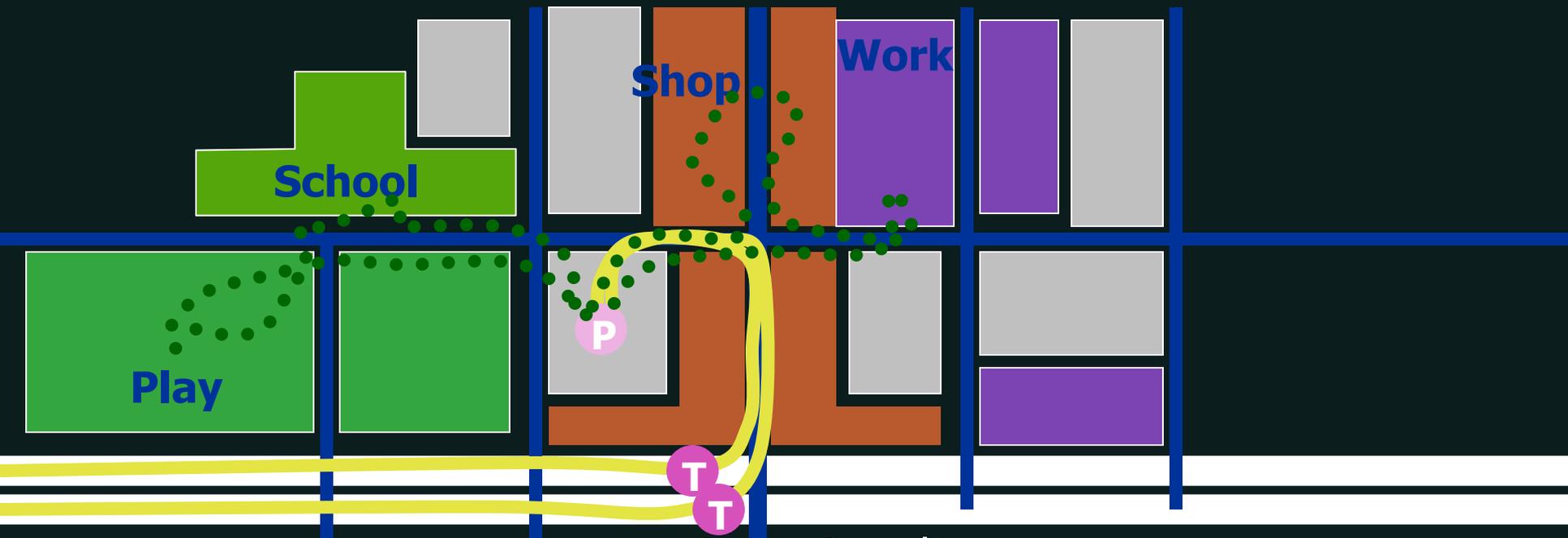
Conventional Development



New Patterns Mean Fewer New Trips

- Mixed uses and higher densities make it possible to serve more many daily needs within the site (groceries, dry cleaner, parks, coffee), people can stay local.
- A complete transportation network that provides for all modes (walking, biking, reliable and frequent transit, and auto) means people can choose their mode.
- Both fewer trips from new mixed-use developments and options that reduce trips from existing uses can make net growth in auto trips low.

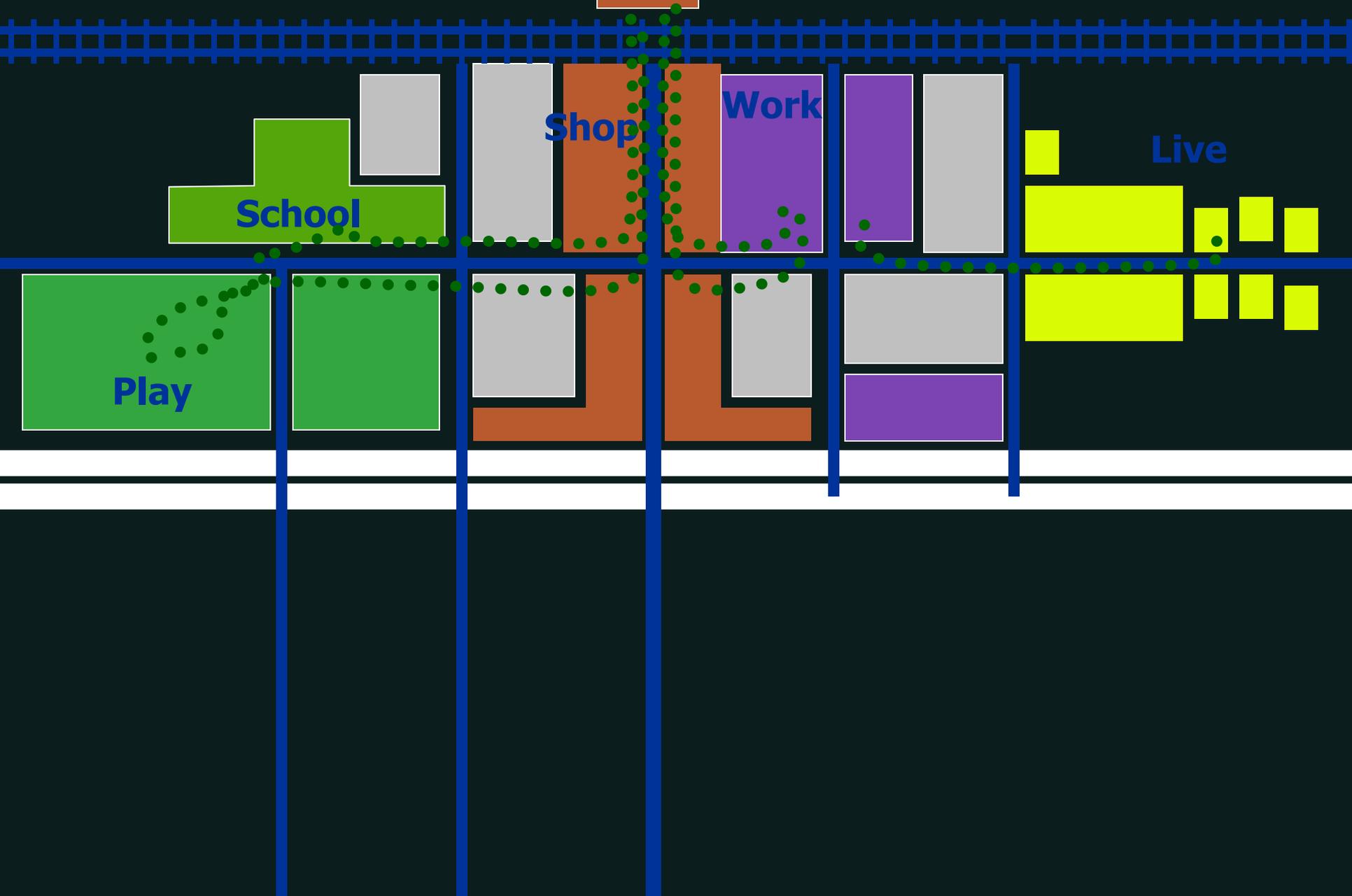
Mixed Use, Park Once District



Results:

- $< \frac{1}{2}$ the parking
- $< \frac{1}{2}$ the land area
- $\frac{1}{4}$ the arterial trips
- $\frac{1}{6^{\text{th}}}$ the arterial turning movements
- $< \frac{1}{4}$ the vehicle miles traveled

Add Transit and Housing = TOD



Essential Elements



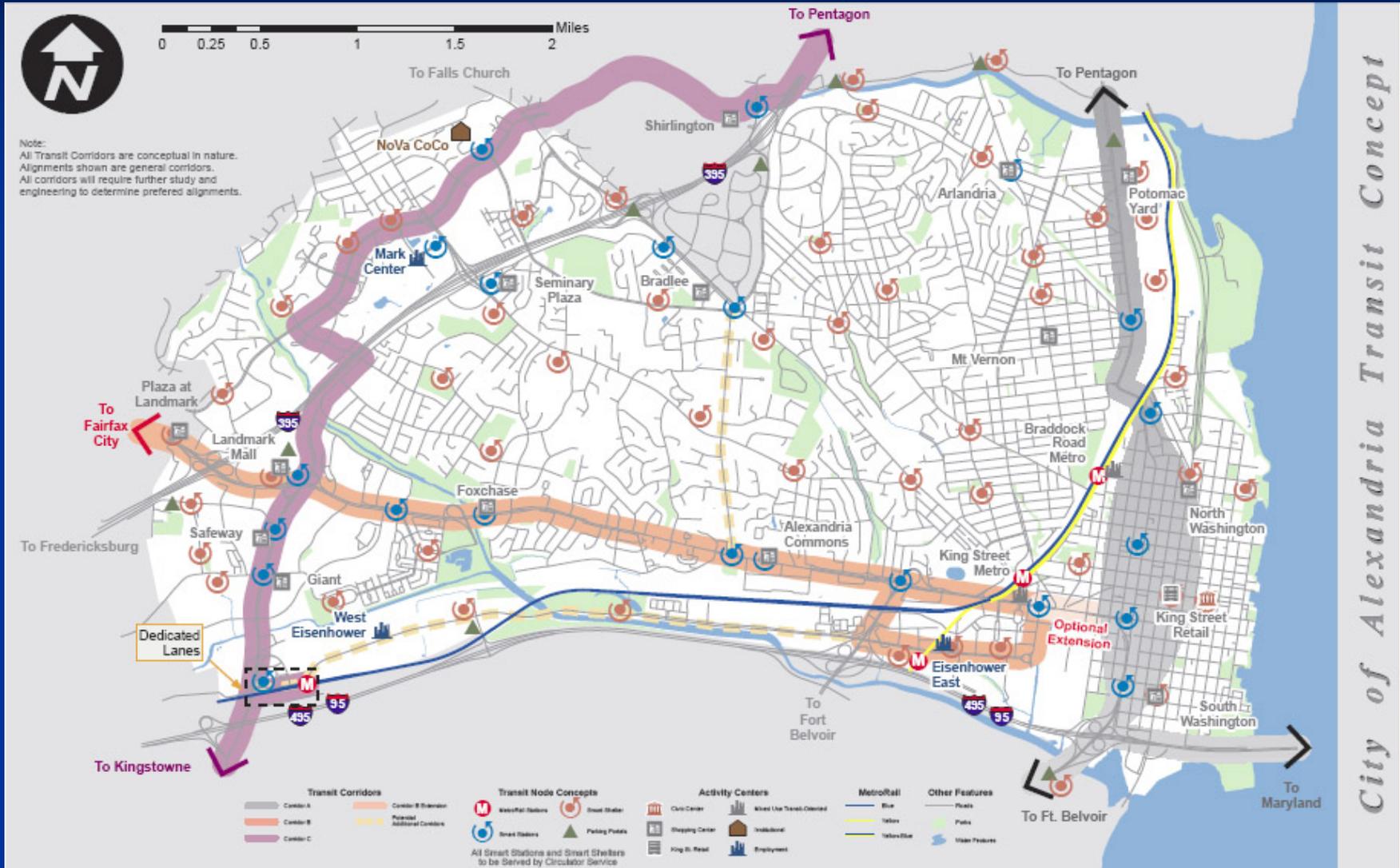
Dorchester, MA 29.0 units / acre



Boulder, CO 33.0 units / acre

- Mixed uses: Retail first floor, office, research, medical, residential above
- Minimum densities:
 - >50 employees per acre
 - >30 residential units per acre
- Connectivity and walkable blocks
- *Encourage* public facilities, theaters, recreational uses, and parks
- Parking policy based on the number of vehicles desired
- *Discourage* land uses that are highly dependent on automobiles for accessibility (i.e. drive-through bank)

A New Transportation Plan



Good Design + Options = Better Community, Less Traffic Growth

- + Mixed Uses ⇒ Options to Live, Work, Play
- + Pedestrian & Bikes ⇒ Low-Impact, Low-Stress
- + TDM and Parking Policy ⇒ Reduces Auto Dependence
- + Transit ⇒ Transportation Options
- + Density ⇒ Supports Economics for Services
- + Design ⇒ Builds Community,
Creates Identity

= Complete place to live with supportive transportation and land use

