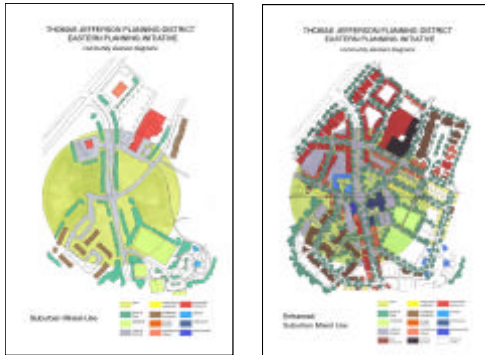


Linking Land Use & Transportation

Round 1 consensus showed a strong desire for walkable neighborhoods – with real choices of how to get around, access to neighborhood services, schools, and shopping, and safer ways for our kids and elders to get around. Unfortunately, most new developments outside of in-town Charlottesville are not delivering a product that meets those expectations.

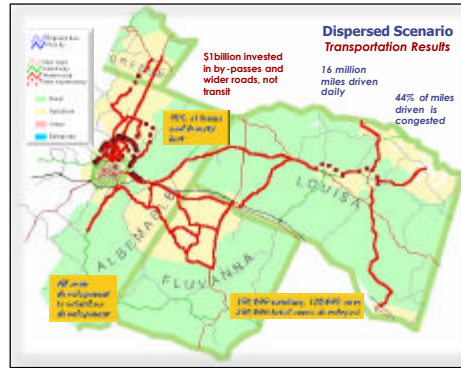
Building Livable Communities

The Eastern Planning Initiative - a recently completed TJPDC effort funded by Federal Highway Administration – compared and modeled alternative growth scenarios. Changing where and how we grow - by building around historic town centers in walkable, village-scaled development patterns - could save \$500 million in transportation investments over the next 50 years. It would also preserve more forests and farms, provide better access to jobs, reduce congestion, save energy, and protect water quality.

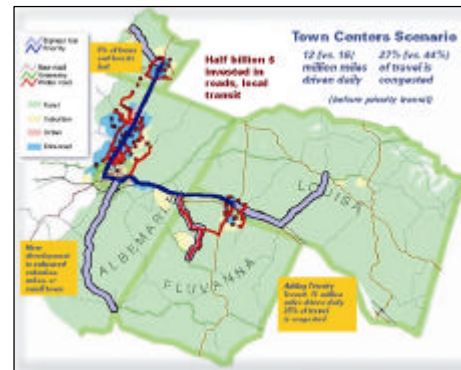


The diagram on the left shows a typical Suburban Mixed Use Development, with shopping, offices, apartments, and homes separated and too far apart to make walking possible or transit workable. At right, the Enhanced Mixed-Use diagram shows how the same neighborhood could be developed more compactly over time into a walkable “transit target”.

- What do you think of the idea of ‘infilling’ around and between existing developed suburban development, as shown above?
- Would it create a more walkable, connected community?
- Where are some places this idea could work?



The dispersed scenario assumes “business as usual” growth sprawling across large parts of the landscape, shown in yellow. It would also require \$1 billion for investment in bypasses and wider roads. Even with the new roads, nearly twice as much travel would be congested as in the alternative scenarios.



In the Town Centers scenario, more compact new development covers less land and provides more real choices for getting around. Simply shifting one out of six car trips to walking, biking, or transit would reduce the need for another \$500 million in roadway investments.

- Do you think it is possible to change the current “business as usual” Dispersed Scenario?
- What kind of public-private effort would be required?
- What would you or your organization be willing to do to further discussion of these ideas?

Transit Oriented Development (TOD) - Making a workable transit system in the suburbs – with fast, frequent service that goes where you need to go – will require changes in how we’re developing. Many developers would like to deliver a product that meets families’ desire for walkable communities with nearby services and good transit. One way to achieve this goal is to redevelop existing “greyfield” properties – oversized, underused parking lots at aging, under-leased shopping centers.

- Should developers and transit providers work together to locate ‘Transit Targets’ along major corridors?
- Should these principles be applied to new developments? Where?

Transit-Ready Communities We are exploring a new concept called “Transit-Ready Communities.” Developers would design and build new walkable neighborhoods for maximum efficiency of all modes, so transit is possible in future. Working with area transit providers, they could also subsidize peak-hour Commuter Express buses in the early years.

- As a potential homebuyer, would this be an appealing choice?
- If a Transit-Ready Community was marketed well, would it attract buyers who would actually use the Commuter Express?

Changing Codes and Standards - Albemarle County and Charlottesville are working to change their codes to encourage these desired neighborhood types. One obstacle is that VDOT subdivision roadway standards tend to be too wide for walkable neighborhoods. There is also a lack of allowable designs for multi-modal boulevards along major corridors or connector roads.

- Should amending subdivision road standards be a priority?
- Should new boulevard designs be developed?

Co-locating Facilities Walkable neighborhoods require places to walk to. One strategy is to co-locate public and private destinations – like schools, senior housing, libraries, medical facilities, small neighborhood parks, along with shopping and a variety of housing.

- Should area agencies work toward co-locating facilities? Where?
- Are you part of the decision-making structure for facility location, whether public, non-profit, or private? Would you be willing to brainstorm with other groups about your next location?