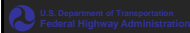


[www.ContextSensitiveSolutions.org](http://www.ContextSensitiveSolutions.org)

Webinar  
**CSS Principles for Effective Corridor Planning**

March 21, 2:00pm – 3:30pm



**Brought to you by**

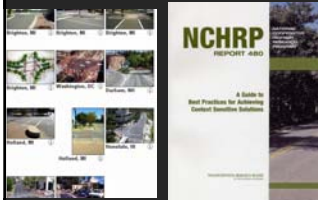


The Surface Transportation  
Environment and Planning  
Cooperative Research Program  
(STEP)

In Partnership With



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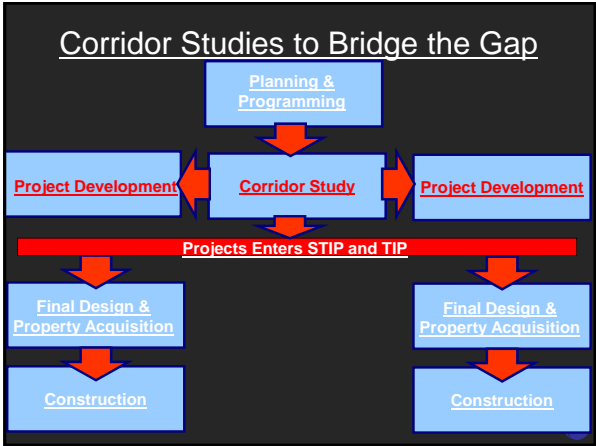
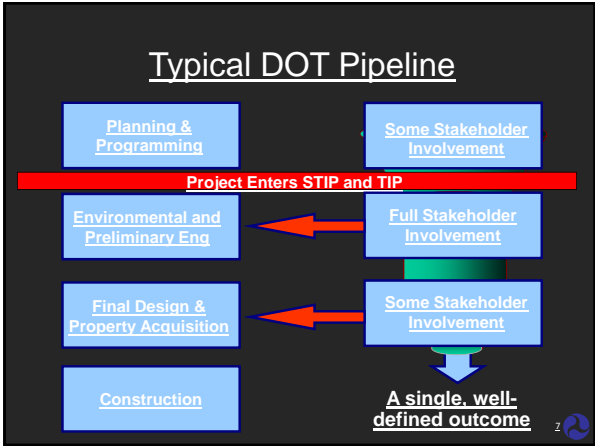
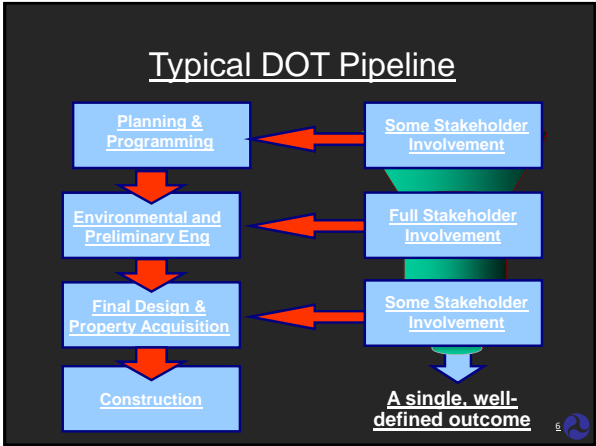
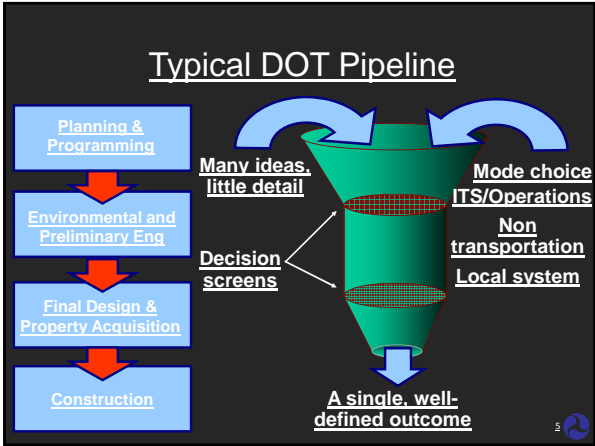
- Case Studies
- Publications
- State Profiles
- Calendar of Events
- News Items
- Discussion Forums
- And Much More!



Corridor Studies



**Gary Toth**  
Director of Transportation Initiatives  
Project for Public Spaces



## What is a "Corridor"?



- Study area anchored by transportation
- Connects population and employment centers
- Served by multiple modes and jurisdictions
- Core focus is movement of people and goods, but at its fullest, considers relationships between travel and land use, housing, employment, environment and other characteristics

From National Highway Institute, Training Course: Integrating Transportation and Land Use



### Open Question

What are some of the strategies that could be deployed in Corridor Studies?

Please type answer in chat pod



## Range of Strategies

Low Capital



- Land use
- Minor operational improvements
- Bus service
- TDM
- Access management
- Local street networks
- Major Operational improvements/ITS
- Road widening, grade separation, bypass

High Capital

- Fixed-guideway transit

From National Highway Institute, Training Course: Integrating Transportation and Land Use



## Range of Scales

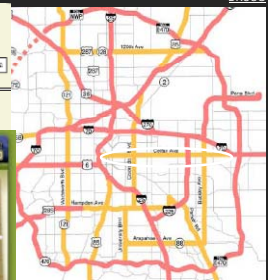
Local

City and County of Denver



Regional

BRAC

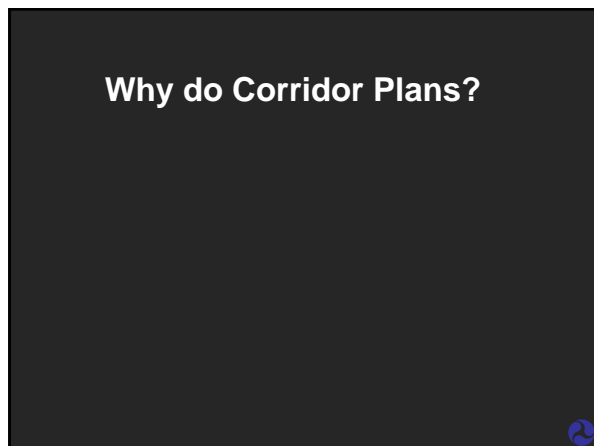


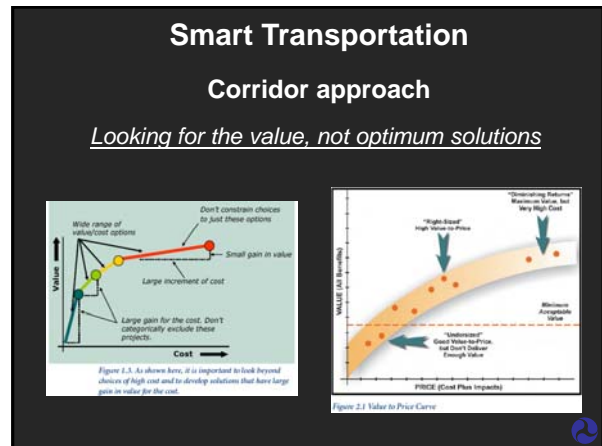
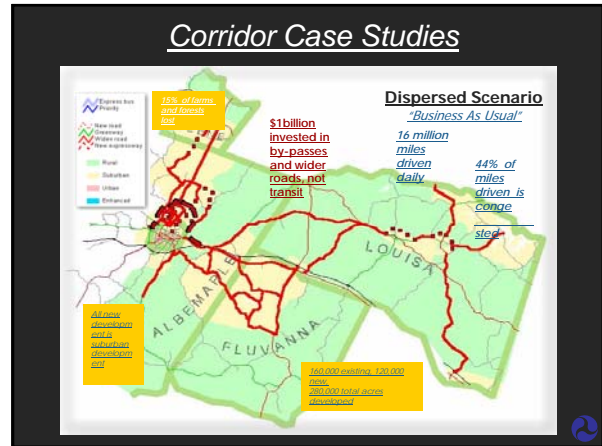
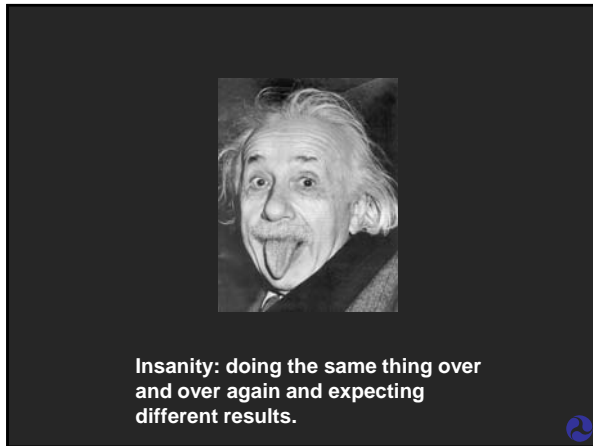
Statewide/interregional

Colorado DOT

From National Highway Institute, Training Course: Integrating Transportation and Land Use



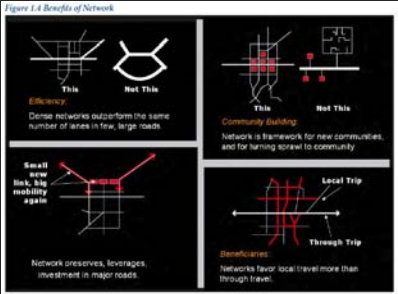




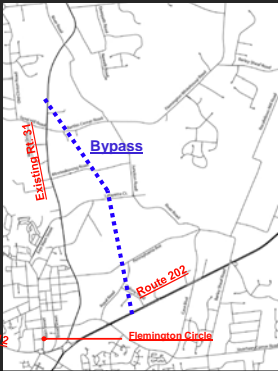
### Smart Transportation

### Corridor approach

*Looking for a network of solutions, not one big one*



### Case Study: Rt. 31 Flemington, NJ



- 4 lane grade separated freeway in blue
- \$ 125-150 million



- Laid Out an Extensive Local Street Grid to Support the State Highways



Worked With Communities on Land Use



Worked With Communities on Land Use



Worked With Communities on Land Use

- Allow future development while protecting the character of the Parkway
- Plan for limited connection to Parkway
- Organize development pattern into streets and blocks
- New site development standards that focus on the street & pedestrian environment

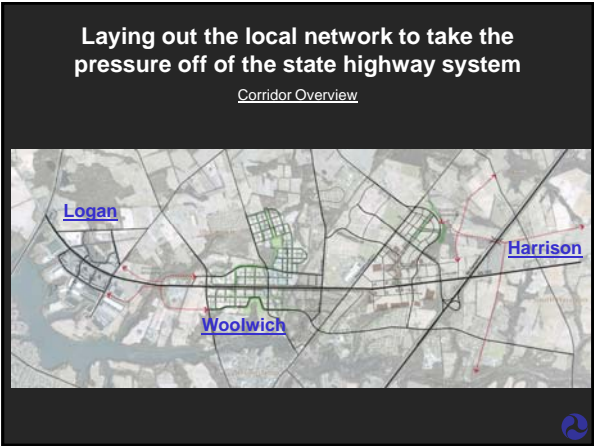
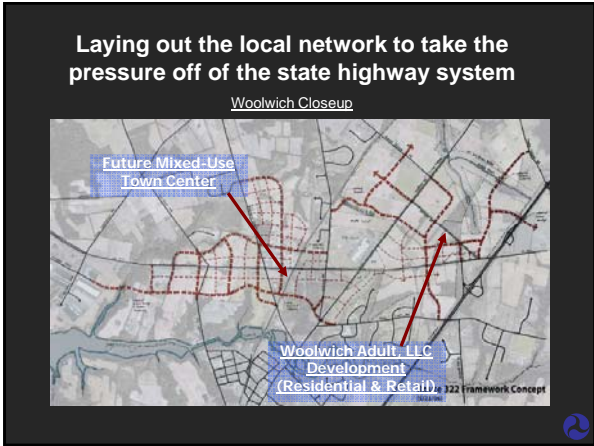
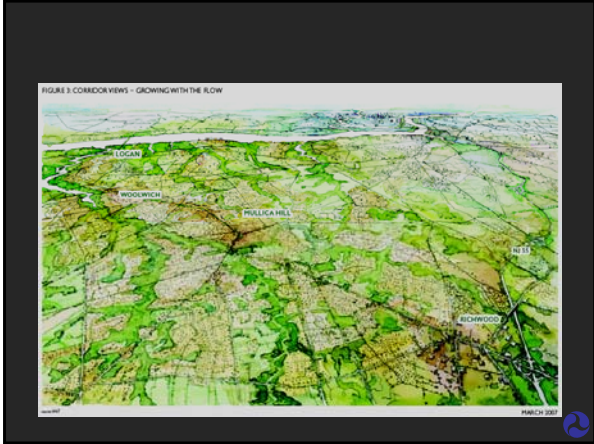


- Revised project costs, including local grid is \$90 million, of which \$20 million will be provided by development

### Route 322 Corridor Land Use & Transportation Study

- Towns have agreed to concentrate development in centers in order to preserve land, increase walkability, and make transit service more viable





**Working with Land Use to take the pressure off of the state highway system**

MaineDOT  
FHWA  
State Planning Office

Gateway 1: A Route 1 Corridor  
Preservation Strategic Planning Process

<http://www.gateway1.org/>

*Smart Transportation*

PA 202 – Bucks County

PA 23 – Lancaster County

PA 41 – Chester County

*Smart Transportation*

1. Money counts
2. Choose projects with high value/price ratio
3. Network, network, network
4. Look beyond level-of-service
5. Safety first and maybe safety only
6. Accommodate all modes
7. Leverage and preserve existing investments
8. Build towns not roads
9. Develop local governments as strong land use partners
10. Understand the context; plan and design within the context

**Build towns not roads**



The DOT is not the only entity responsible for mobility and access



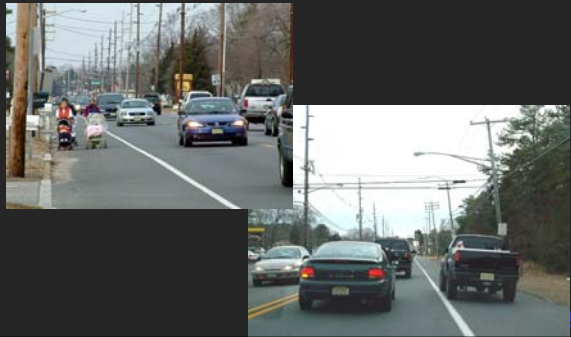
If communities are planned so that their streets don't connect...



...or so that all locally oriented conveniences and shopping are on the state highway...



...then they are as responsible for congestion on the highway as DOT...



...and they have painted you into a corner



Gary Toth

609-397-3885

Gary.Toth@Mac.com

[www.pps.org](http://www.pps.org)



## Q+A

If you have a question:

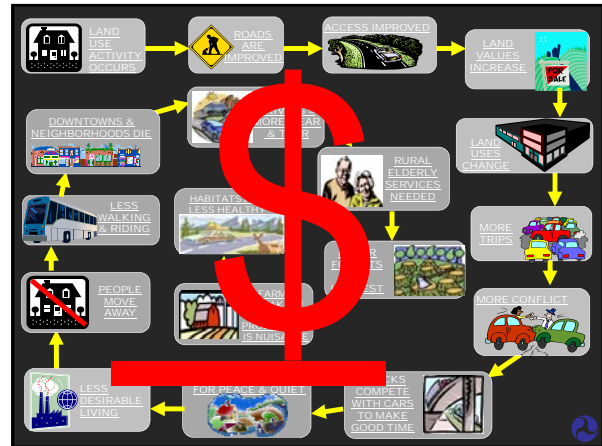
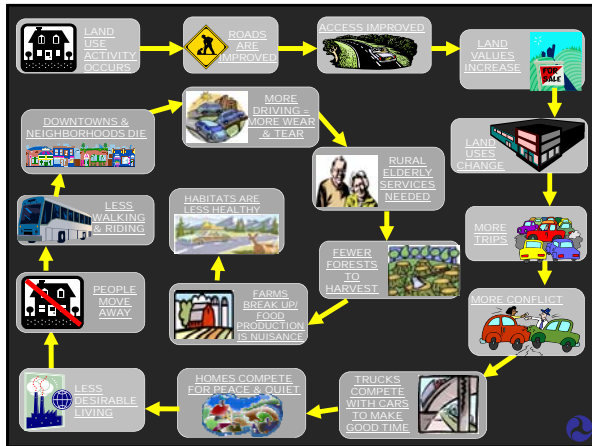
- Press \* 1 on your phone
- Record your name (you will be placed into the queue)
- Ask your question after you are announced



## The Corridor Context -- Integrating Transportation & Land Use

Presented by  
Kat Beaudoin, AICP  
Sustainability Planner

U.S. Department of Transportation  
Federal Highway Administration



### So What's the Goal?

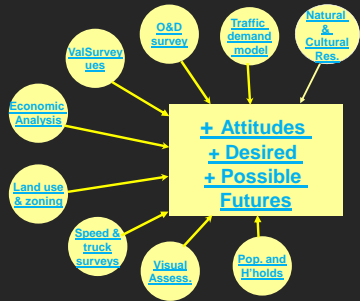
- Solving Today's *Problems*
- Avoiding *Tomorrow's*
- Saving \$ - for everyone
- Avoiding unintended consequences
- Satisfying agreed upon objectives

*These will vary in scope and detail depending on their location, the number of towns on a corridor or in a region and the nature of the area adjacent to the corridor.*

### Context

- "The interrelated conditions in which something exists or occurs."
- "Parts of a discourse surrounding a word or passage to throw light on its meaning"
- "To really know something, you must know its context"
- "Old English - To weave together"

What we weave together in order to know a place



### Transportation Context

- Physical / Condition Characteristics
- Functional / Performance Characteristics



Through NEPA, we know there is more ....

but how best to relate to those served



### What's to know

**Hard** Stuff is easy to get

- Stats
- Maps
- Photos
- Reports/Studies

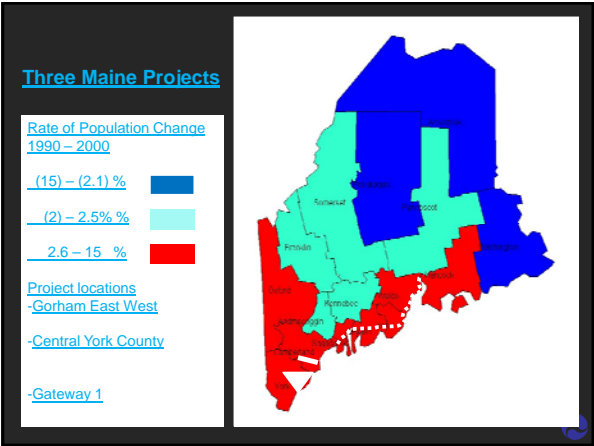
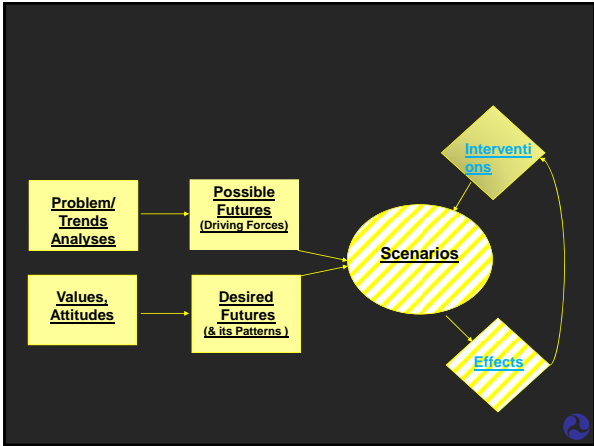
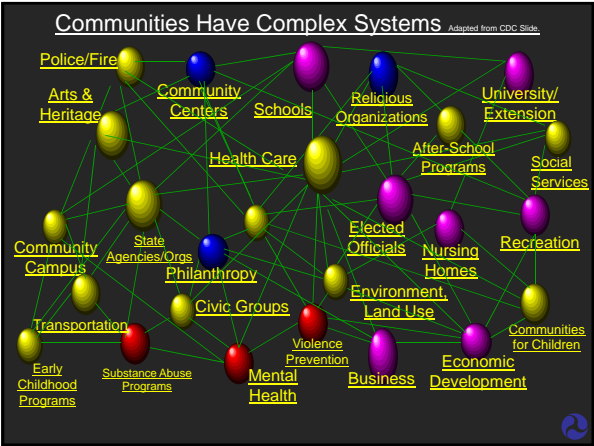
**Fuzzy** Stuff is not so easy to get

- Preferences
- Hopes/Dreams
- Attitudes



### What's Fuzzy you ask?





**Before you begin – Find out!**

- How they see the problems
- Whose opinion is valued
- How much they want to be part of the solution
- Preconceived notions
- Who "naysayers" are
- What types of solutions will be supported

**Get Agreement On**

- Problems & Needs
- Players
- Process
- Purpose & Goals
- Scope of work
- Assumptions
- Measures of Success



Helping communities solve their problems will enlist them in helping you solve yours!



Congestion?



Economic Vitality?



Strip Development?



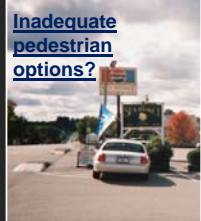
On-Street Parking Layout?



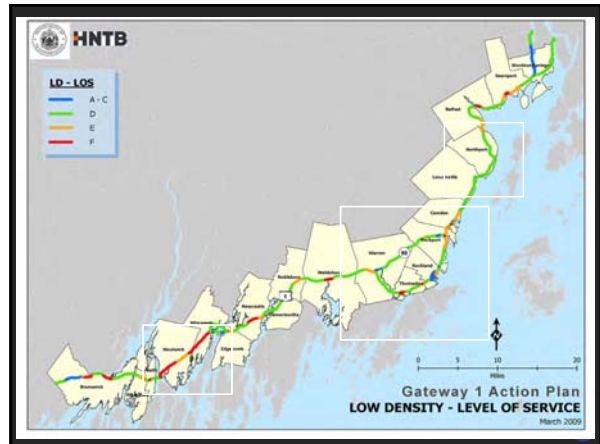
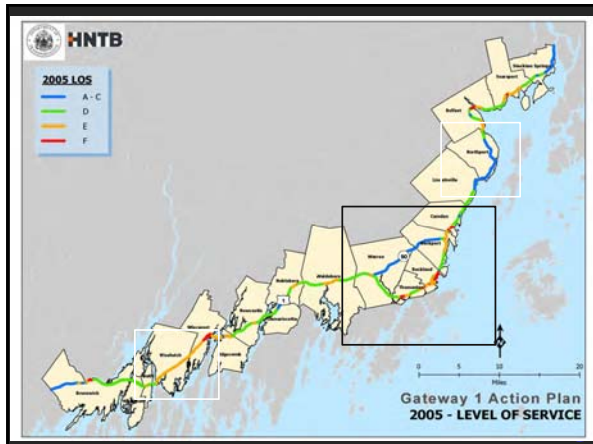
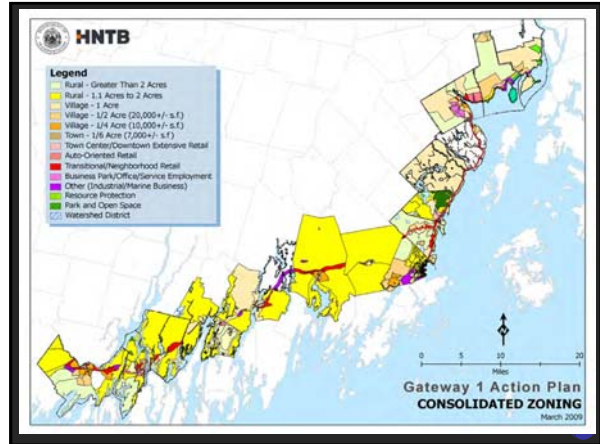
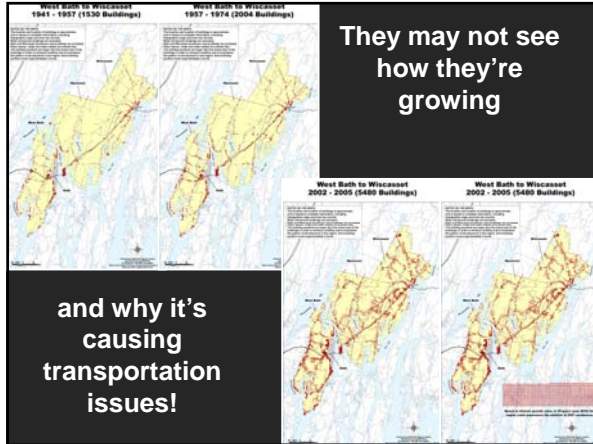
Image/Design?

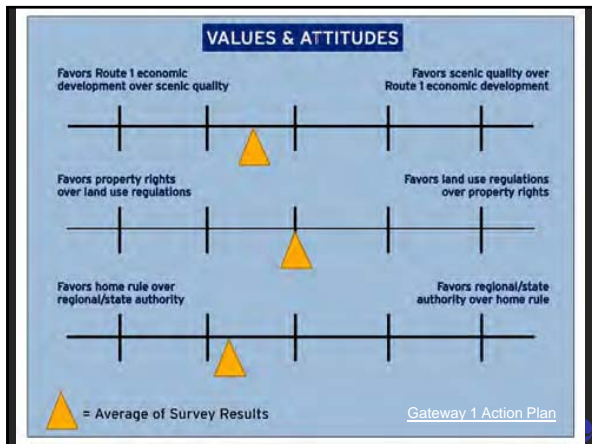


Lack of alternative modes?



Inadequate pedestrian options?





### Public Service work is evolving!

- Teach those who manage land use how their decisions can help or hurt transportation systems
- Engage them to be transportation stewardship partners along with you

### Introduce an MOU or MOA

- Identify rationale for planning together
  - Include local objectives
- Identify who DOT will work with
  - Follow NEPA but be open to their ideas
- Layout process for moving forward & role of all players
  - Rules of the game
- Identify what problems will be "addressed"
  - Show solutions if you can and/or
  - Provide solutions they can implement
- Be clear on final product
  - Framework plan?
  - Designs?

### Agreement templates

- <http://www.gateway1.org/actplan/appendix2.htm>
- <http://www.gateway1.org/documents/actionplan/chpt/startup.pdf>
- <http://www.gateway1.org/documents/pdf/20101003CCInterlocalAgreementFINAL.pdf>

## Gorham East West Corridor

- For sustainable region....
  - “To identify prudent, reasonable, feasible, and fiscally responsible short-term and long-term transportation and land use strategies within the four communities of Gorham, Scarborough, South Portland, and Westbrook.”

Include land use in Purpose and Need



## Goal of Gateway-1

To Preserve  
Route 1's  
Capacity & Function as  
an Economic Lifeline

The direct  
Transportation  
correlation

AND

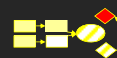
To Enhance  
its Storied Quality of Life

The “tie-in”  
to local  
objectives



## Product

- A POLICY PLAN that:
- Guides MaineDOT decisions in Mid-coast
  - Is incorporated into local comp plans and land use ordinances
  - Changes *how* land use and transportation decisions are made:
    - MaineDOT decisions
    - Inter-Local land use decisions
    - MAKE IT VOLUNTARY WITH CARROTS!



## Tools for Change

- Manage Traffic
- Enhance Infrastructure
- Design the Corridor
- Change Land Use Plans, Policies & Regs
- Reform governance of Land Use & Transportation
  - Create incentives for change when land use & transportation decisions are mutually supporting
  - i.e. priority funding, shared decision making, reduced local match etc.





“Route 1 is a public resource. The Gateway 1 process links the planning of transportation improvements and the planning of land use together in order to preserve this resource. We only need look at Route 1 in York County to see what the highway will look like in 25 years if we are not successful.” Jim Upham, AICP Bath Steering Committee Member



## Q+A

If you have a question:

Press \* 1 on your phone

Record your name (you will be placed into the queue)

Ask your question after you are announced



For more information, visit  
[ContextSensitiveSolutions.org](http://ContextSensitiveSolutions.org)

***Thank you for Joining Us!***

Next webinar

Subject: Urban Forestry and Green Streets

Date: April 21, 2:00 – 3:30pm

