Corridor Plans

To develop balanced mobility solutions while supporting Smart Growth

w Partners for Smart Growth

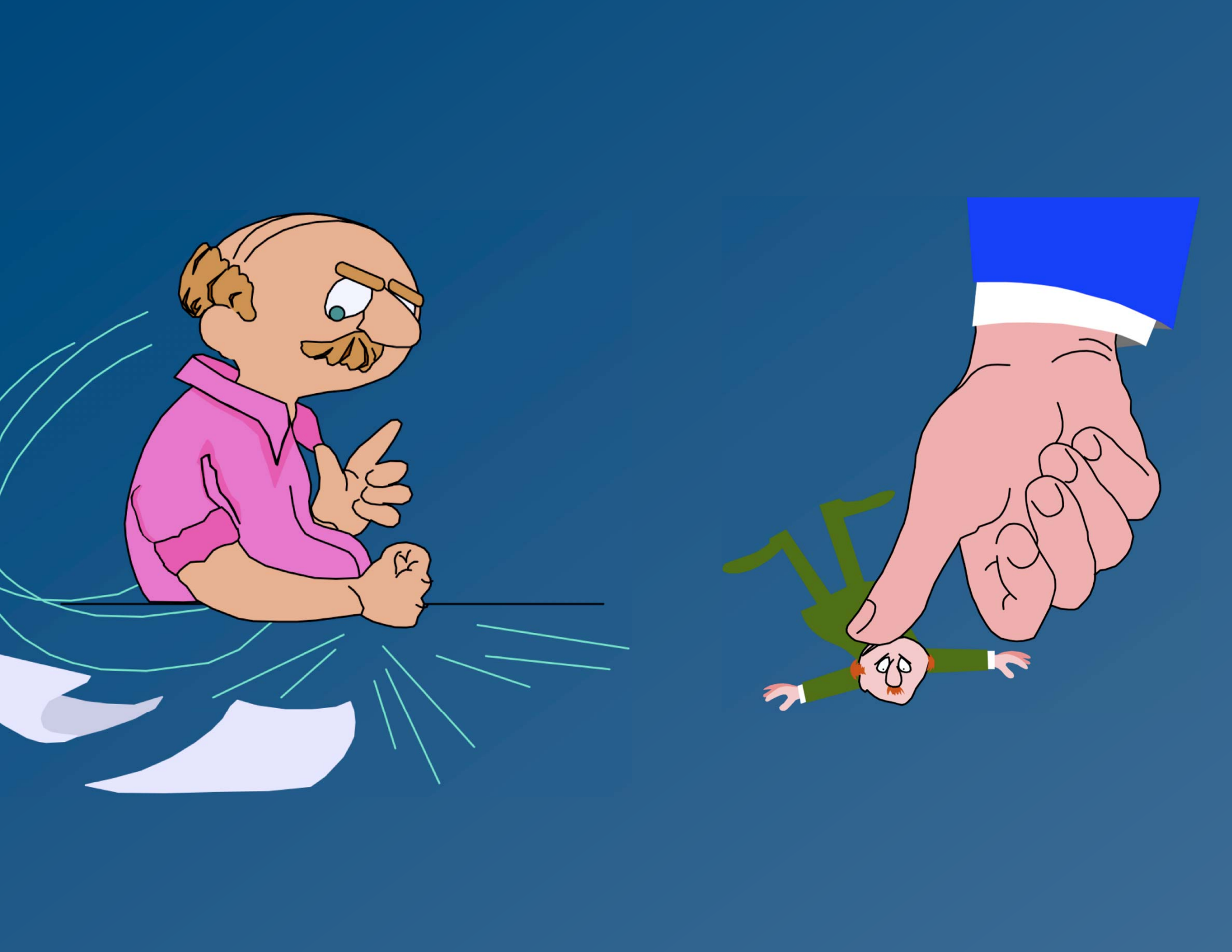
February, 2010

Gary Toth

Project for Public Space

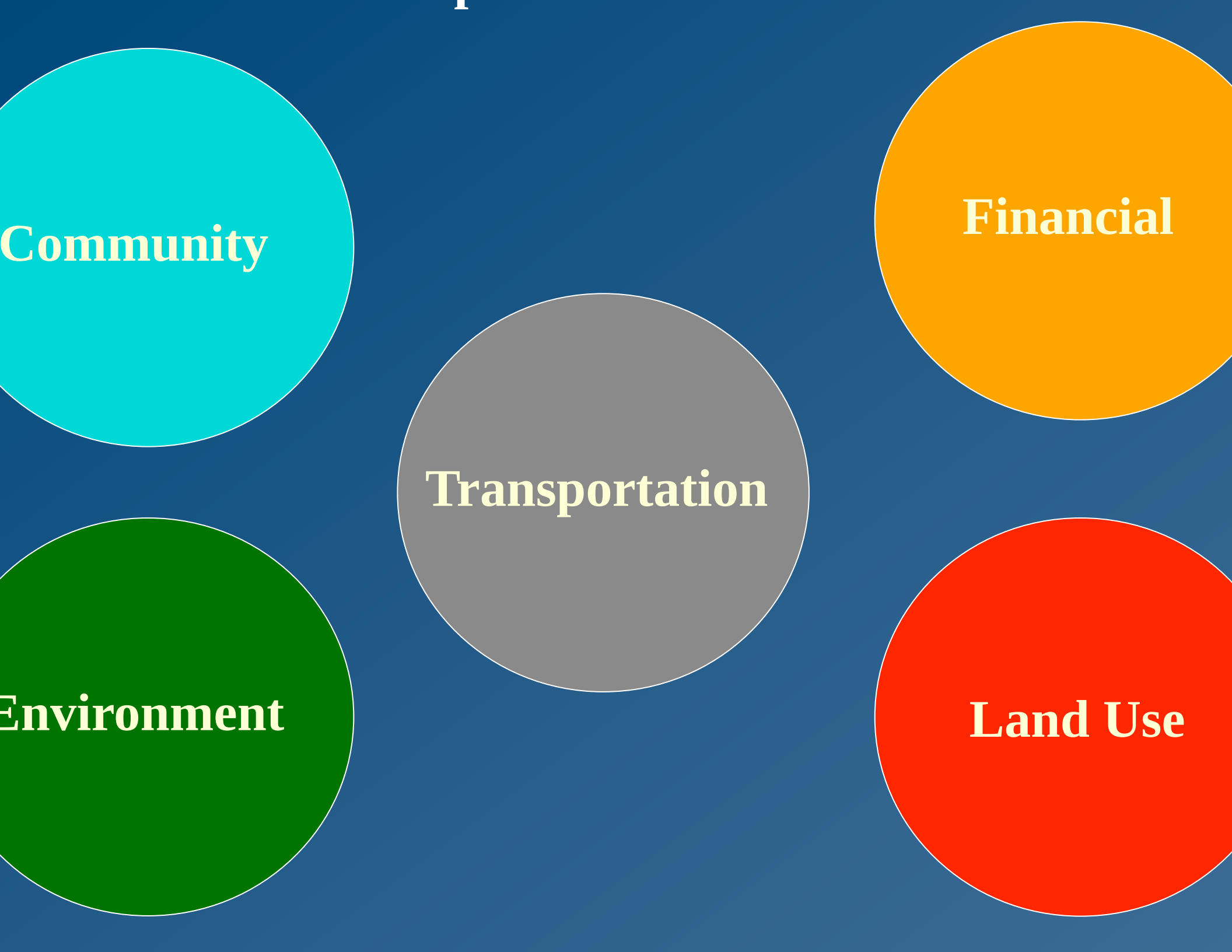
Transportation

Roadway
pansion is our
mary weapon
against
congestion



Community

Financial


Community
Financial
Transportation
Environment
Land Use

new jersey department of transportation

New Jersey FIT:

Future in Transportation

MAINEDOT
FHWA
STATE PLANNING OFFICE

GATEWAY 1: A ROUTE 1 CORRIDOR PRESERVATION STRATEGIC PLANNING PROCESS

new jersey department of transportation

New Jersey FIT:

Future in Transportation

JFIT: Future in Transportation

Principle

Downsize state highway to be affordable

Leverage Private sector investment

Network Connectivity

Help Communities With Land Use Design

Context Sensitive Street Design

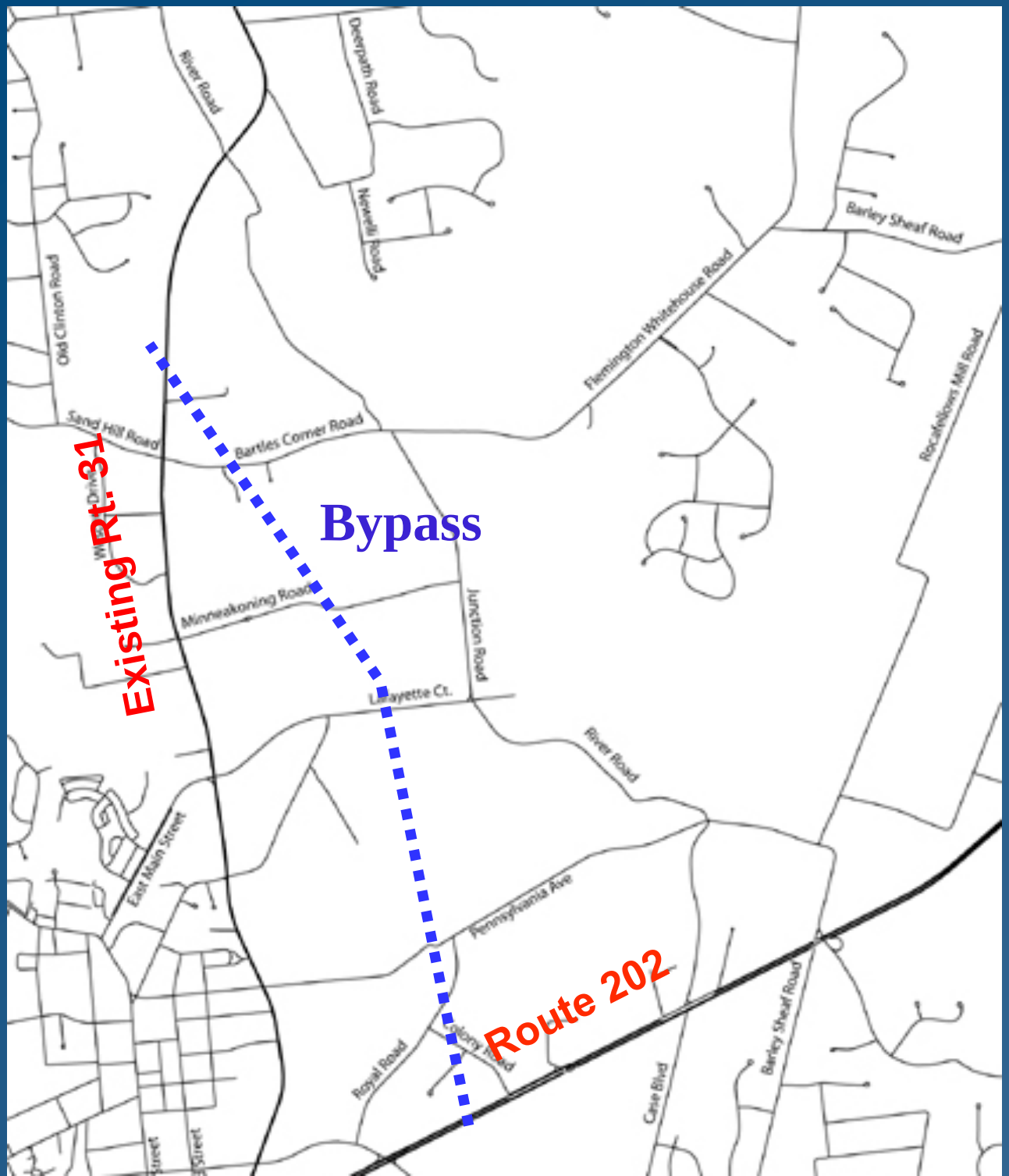
Range of Strategies

Capital

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

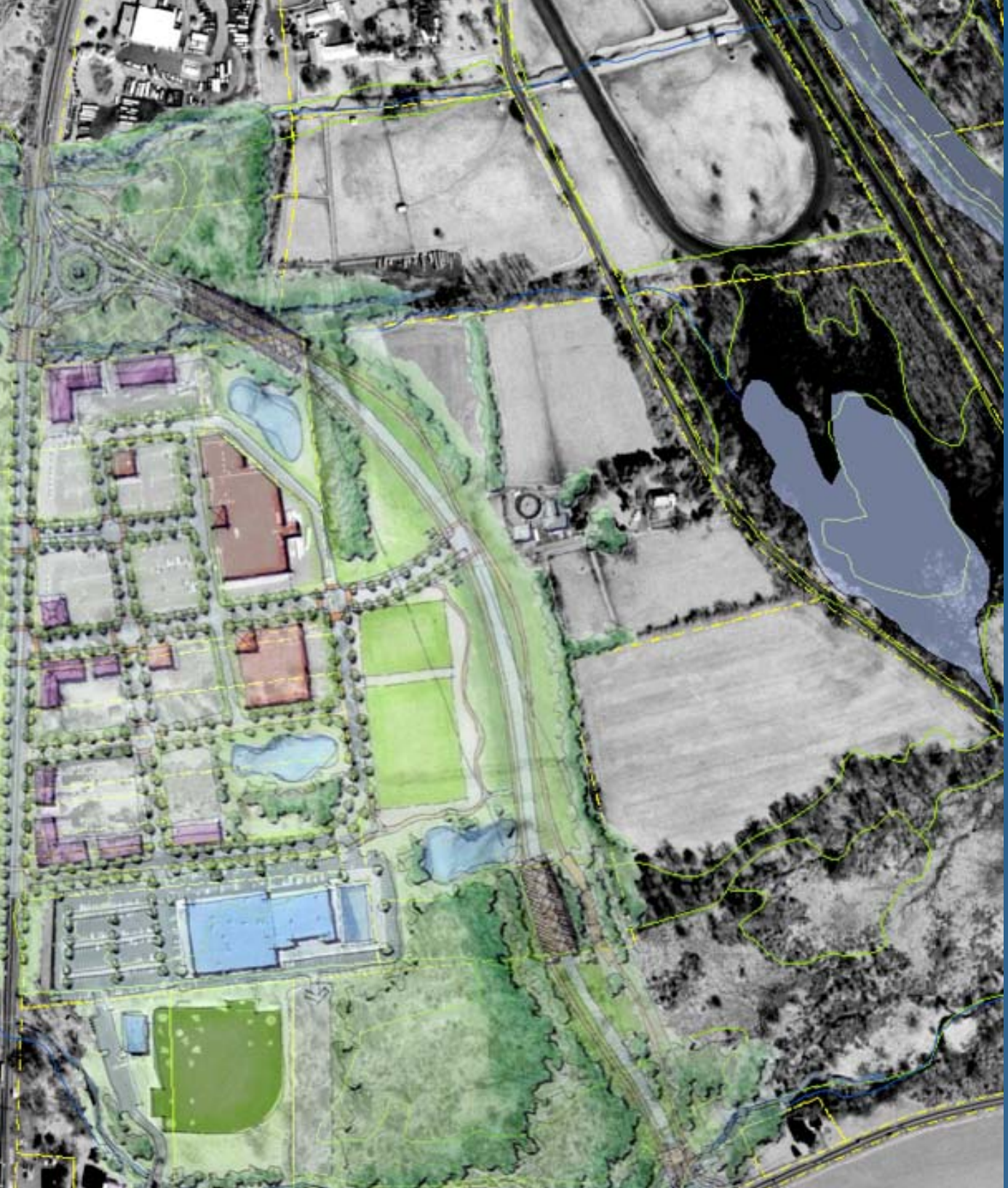
PASSAIC
BERGEN
WARREN
MORRIS
ESSEX
UNION
HUNTERDON
SOMERSET
MIDDLESEX
MERCER
MONMOUTH
OCEAN
BURLINGTON
GLOUCESTER
CAMDEN
SALEM
ATLANTIC
CUMBERLAND
CAPE MAY
DELAWARE
Bloomfield
Rutherford
Rt. 17 Corridor
Rt. 57 Scenic Corridor
Morristown
South Orange
Jersey City
Cranford
Rt. 31 Flemington
Rahway
Bound Brook
Metuchen
New Brunswick
South Amboy
Matawan
Rt. 1 Central Jersey
Rt. 9/33 Manalapan
Rt. 29 Downsizing
Belmar
Rt. 130 Corridor
Riverside
Rt. 30 Camden
Rt. 38 Corridor
Rt. 9 Lakewood
Collingswood
Rt. 9 Corridor
Rt. 322 Corridor
ATLANTIC OCEAN
Pleasantville
KEY:
Transit Village

Case Study: Rt. 31 Flemington, NJ



- 4 lane grade separa freeway in blue
- $ 125-150 million

•Laid Out an Ext
Local Street Gri
Support the Stat
Highways



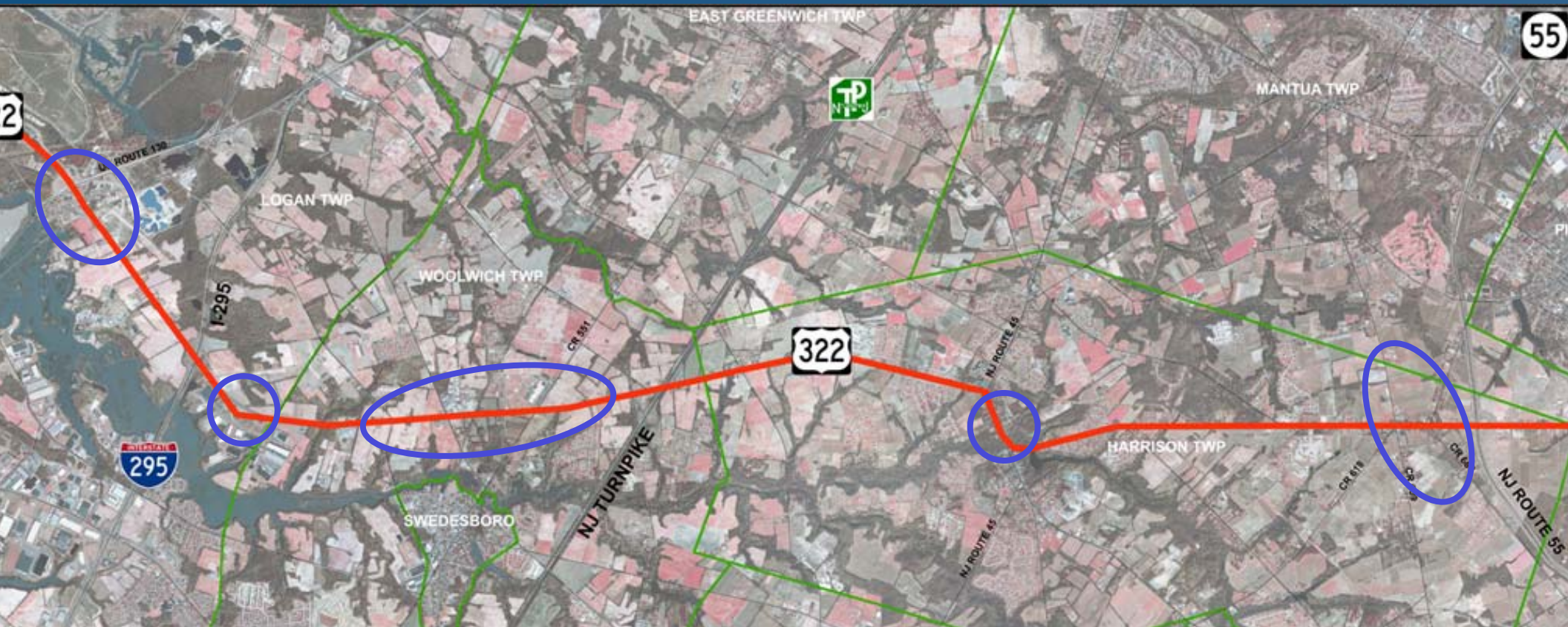
- Allow future develop
  while protecting the
  character of the Par
- Plan for limited conn
  to Parkway
- Organize developme
  pattern into streets a
  blocks
- New site developme
  standards that focus
  the street & pedestri
  environment

•Revised project
including local g
million, of which
million will be pr
by development

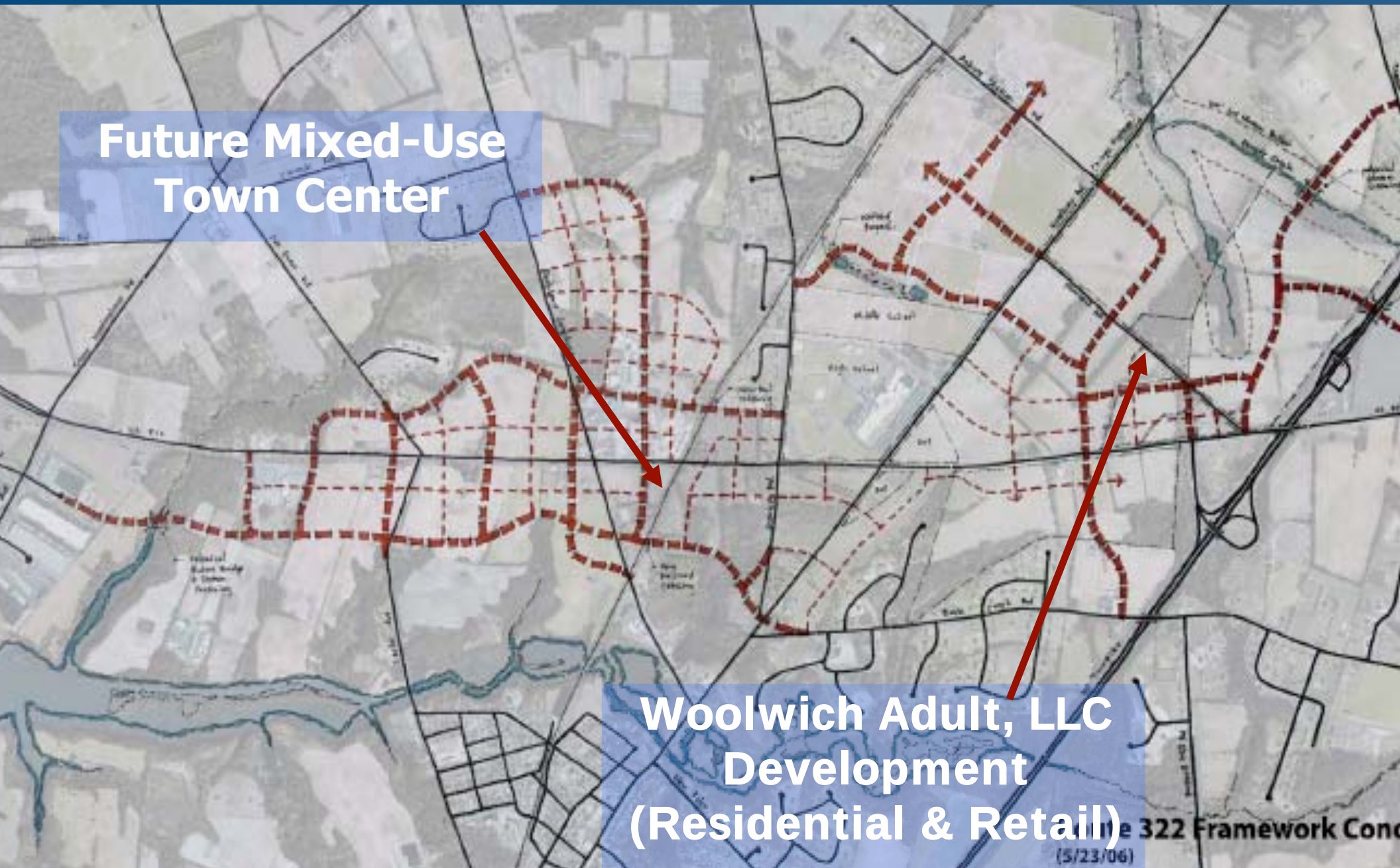
SOUTH BRANCH PARKWAY
CROSS-SECTION

Study

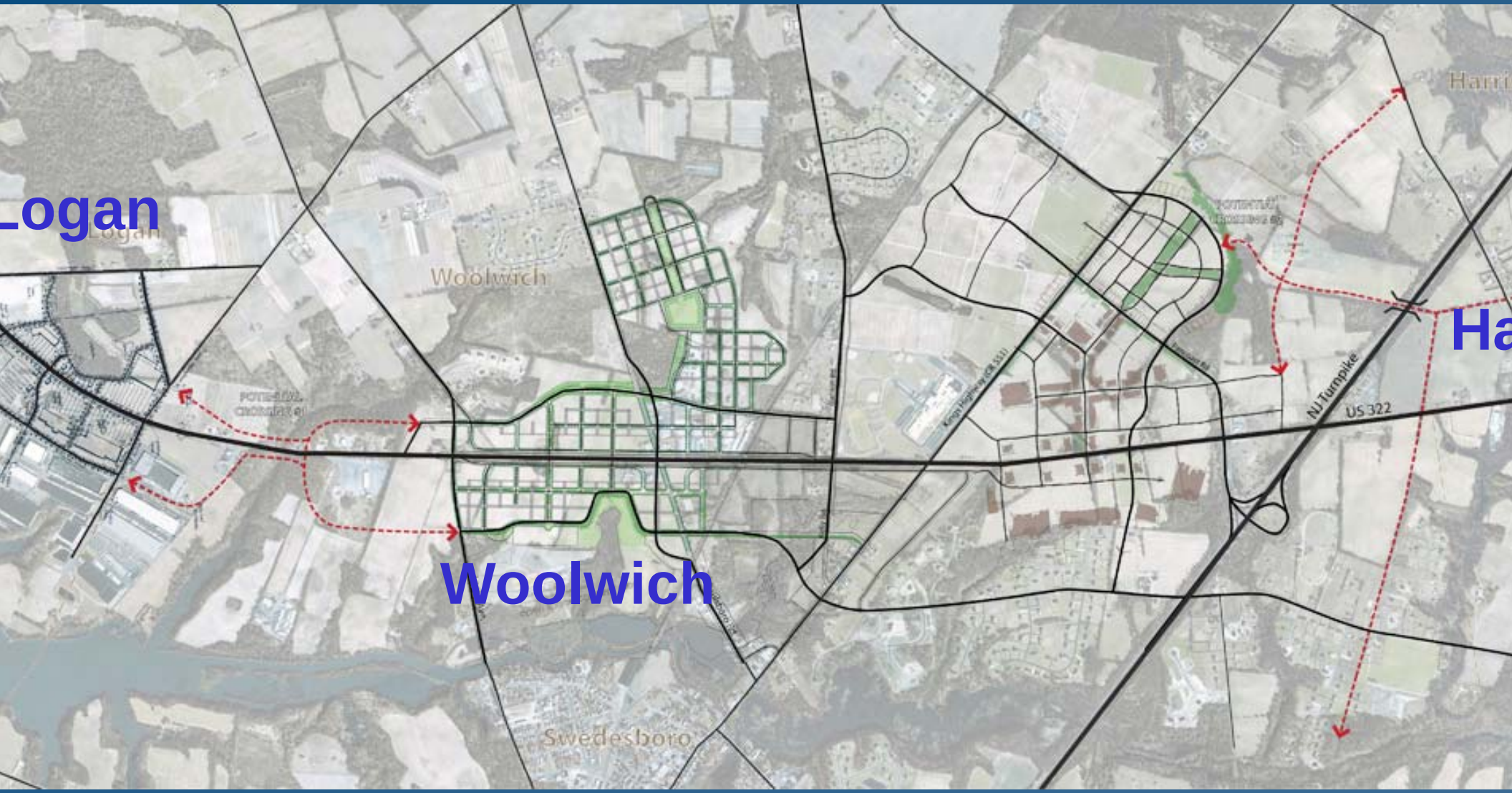
- Towns have agreed to concentrate development in centers in order to preserve land, increase walkability, and make transit service more viable

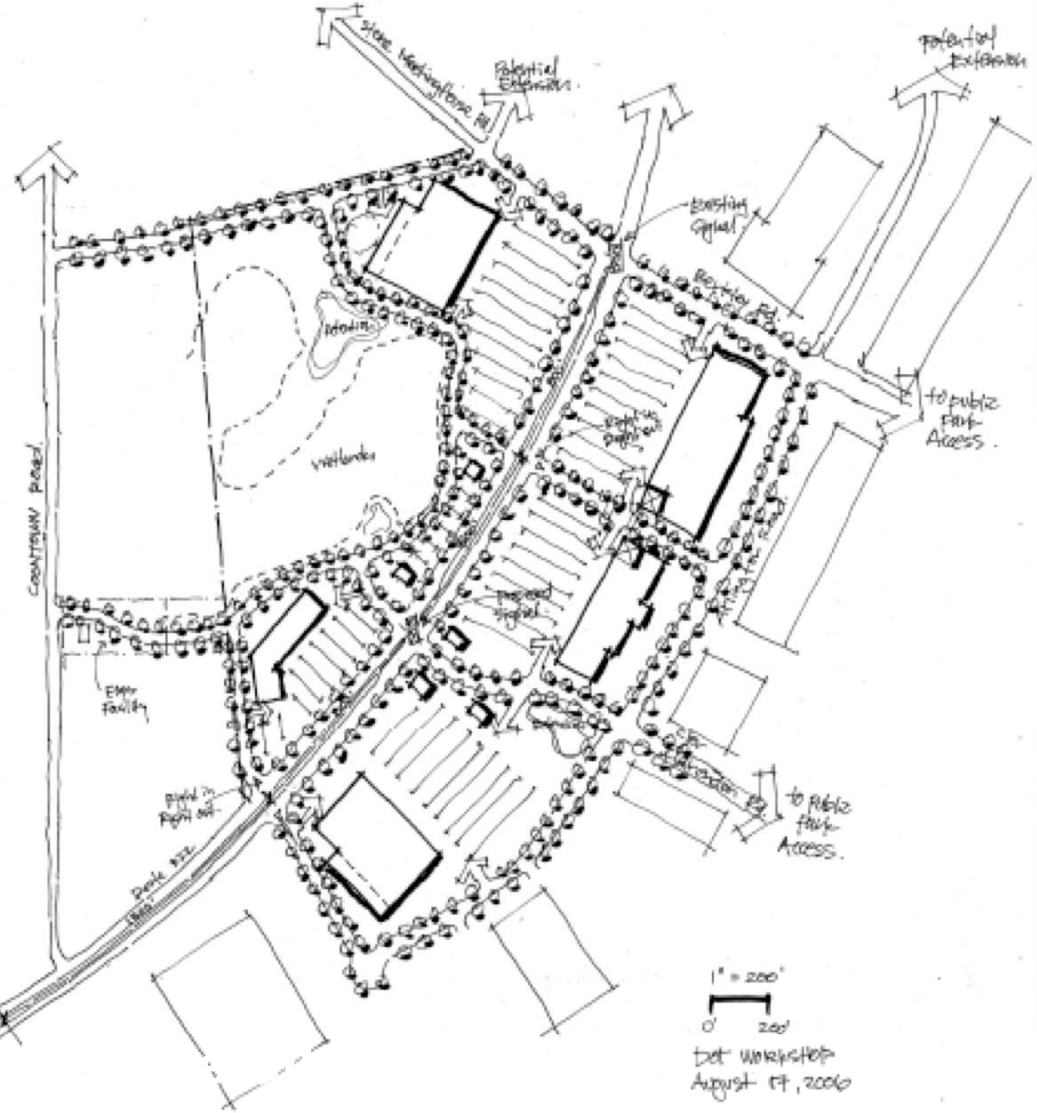


Woolwich Closeup



Corridor Overview




Potential Extension
Existing Signal
to public Park Access.
to public Park Access.
Wetlands
Coontown Road
1" = 200'
0'
200'
Det Workshop
August 17, 2006

King Highway
Pancoast Rd.

CAPITOL COMPLEX

Capital
War Memorial
5.32 AC
6.19 AC
3.93 AC
3.16 AC
2.58 AC
3.16 AC
1.45 AC
11.77 AC
2.77 AC
3.35 AC
5.40 AC
Rt. 29 Urban Boulevard
US 1
Amtrak

Route 29
18'
8'
22'
12'
22'
8'
18'
111' R.O.W.

Suburban Community

Suburban Community

Smart Transportation and Right-Sizing pilot projects

PA 202 – Bucks County

PA 23 – Lancaster County

PA 41 – Chester County

SMART TRANSPORTATION GUIDEBOOK

Planning and Designing Highways and Streets that Support Sustainable and Livable Communities

New Jersey Department of Transportation

Pennsylvania Department of Transportation

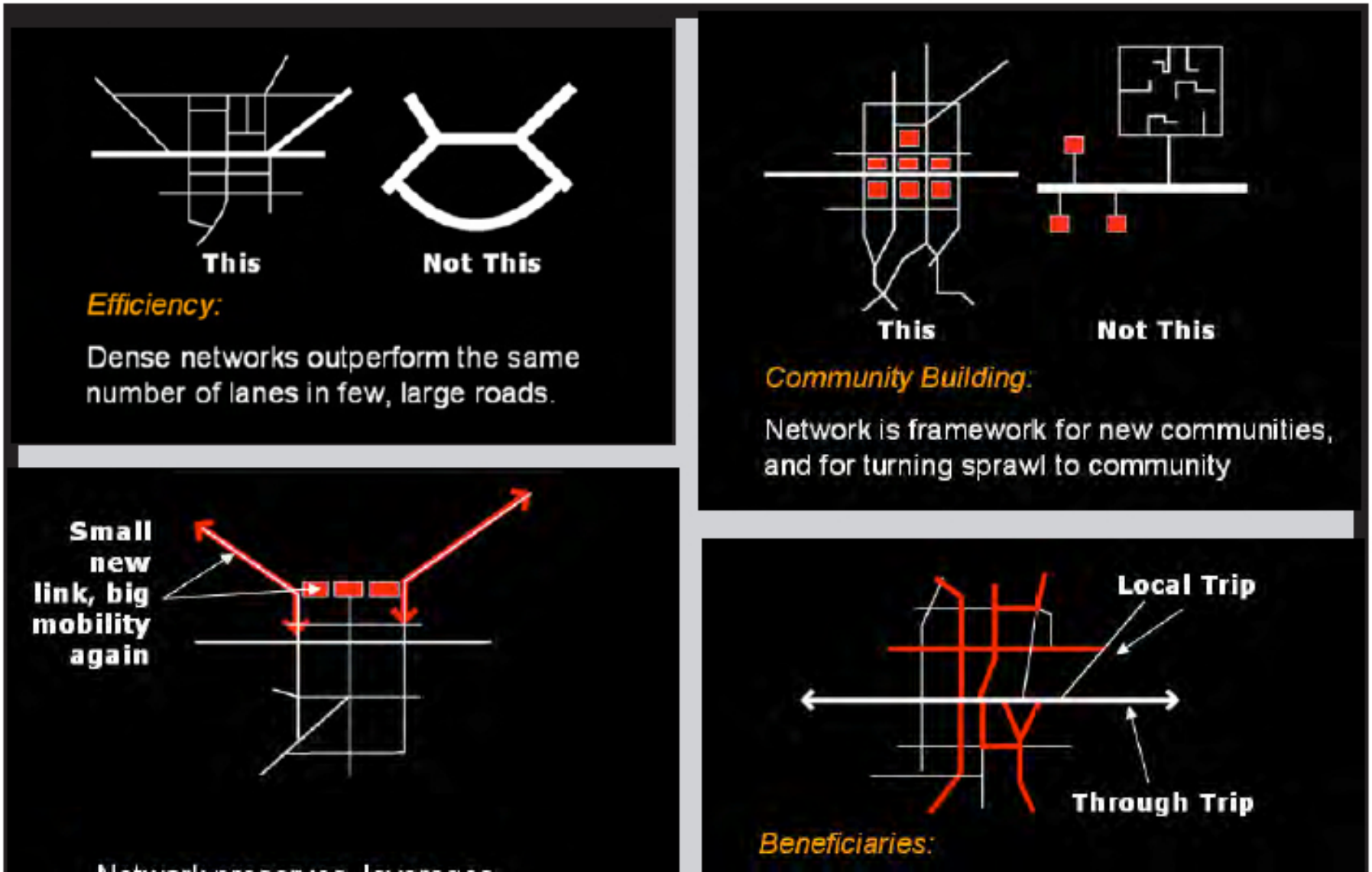
MARCH 2008

http://www.dvrpc.org/asp/pubs/reports/08030A.pdf

Corridor approach

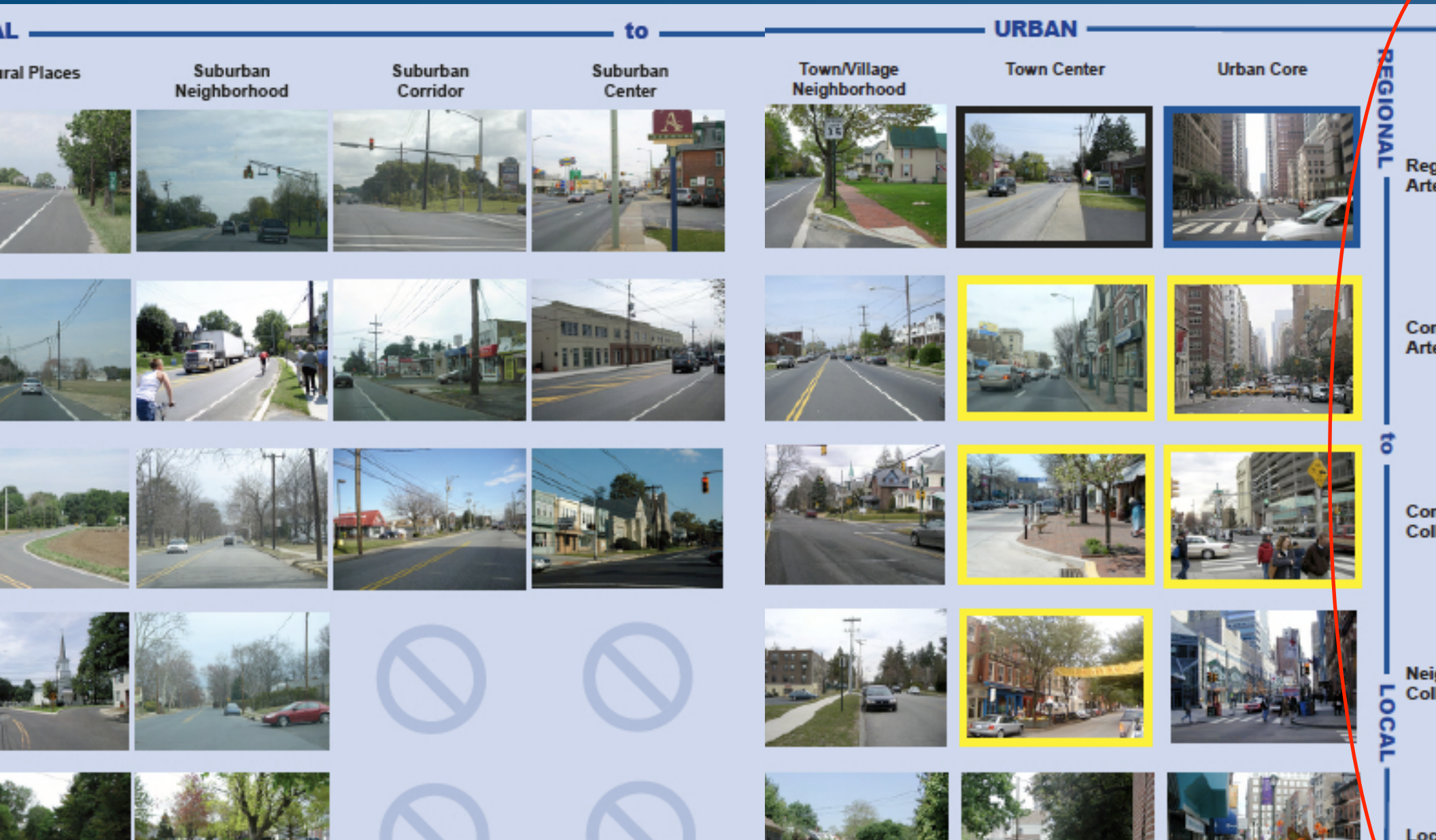
Looking for a network of solutions, not one big one

Figure 1.4 Benefits of Network



One Size Does not Fit All

Solutions Based on all Contexts



One Size Does not Fit All

Designs Flex to Transportation and Community Context

Table 6.2 Matrix of Design Values

	Regional Arterial	Rural	Suburban Neighborhood	Suburban Corridor	Suburban Center	Town/Village Neighborhood	Town/Village Center	Urban Core
Roadway	Lane Width[1]	11' to 12'	11' to 12' (14' to 15' outside lane if no shoulder or bike lane)	11' to 12' (14' to 15' outside lane if no shoulder or bike lane)	11' to 12' (14' outside lane if no shoulder or bike lane)	10' to 12' (14' outside lane if no shoulder or bike lane)	10' to 12' (14' outside lane if no shoulder or bike lane)	10' to 12' (14' outside lane if no shoulder or bike lane)
	Paved Shoulder Width[2]	8' to 10'	8' to 10'	8' to 12'	4' to 6' (if no parking or bike lane)	4' to 6' (if no parking or bike lane)	4' to 6' (if no parking or bike lane)	4' to 6' (if no parking or bike lane)
	Parking Lane[3]	NA	NA	NA	8' parallel	8' parallel; see 7.2 for angled	8' parallel; see 7.2 for angled	8' parallel
	Bike Lane	NA	5' to 6' (if no shoulder)	6' (if no shoulder)	5' to 6'	5' to 6'	5' to 6'	5' to 6'
	Median	4' to 6'	16' to 18' for LT; 6' to 8' for pedestrians only	16' to 18' for LT; 6' to 8' for pedestrians only	16' to 18' for LT; 6' to 8' for pedestrians only	16' to 18' for LT; 6' to 8' for pedestrians only	16' to 18' for LT; 6' to 8' for pedestrians only	16' to 18' for LT; 6' to 8' for pedestrians only
	Curb Return	30' to 50'	25' to 35'	30' to 50'	25' to 50'	15' to 40'	15' to 40'	15' to 40'
	Travel Lanes	2 to 6	2 to 6	4 to 6	4 to 6	2 to 4	2 to 4	2 to 6
Roadside	Clear Sidewalk Width	NA	5'	5' to 6'	5' to 6'	6' to 8'	6' to 10'	6' to 12'
	Buffer[4]	NA	6'+	6' to 10'	4' to 6'	4' to 6'	4' to 6'	4' to 6'
	Shy Distance	NA	NA	NA	0' to 2'	0' to 2'	2'	2'
	Total Sidewalk Width	NA	5'	5' to 6'	9' to 14'	10' to 16'	12' to 18'	12' to 20'
Speed	Desired Operating Speed	45-55	35-40	35-55	30-35	30-35	30-35	30-35

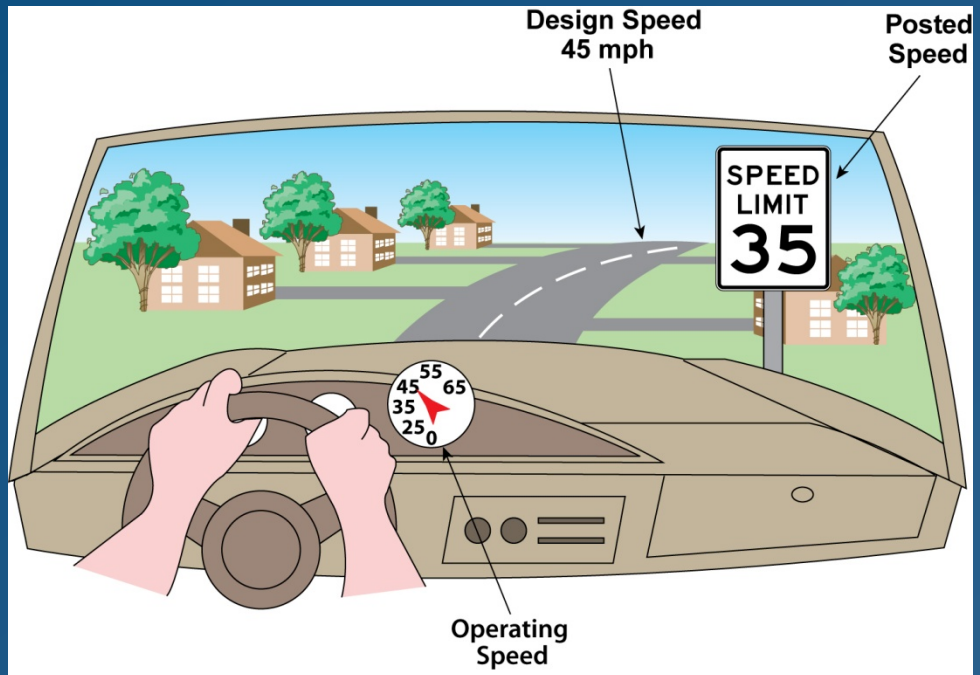
1 12' preferred for regular transit routes, and heavy truck volumes > 5%, particularly for speeds of 35 mph or greater.
2 Shoulders should only be installed in urban contexts as a retrofit of wide travel lanes to accommodate bicyclists.
3 Buffer is assumed to be planted area (grass, shrubs and/or trees) for suburban neighborhood and corridor contexts; street furniture/car door zone for other land use contexts.

One Size Does not Fit All

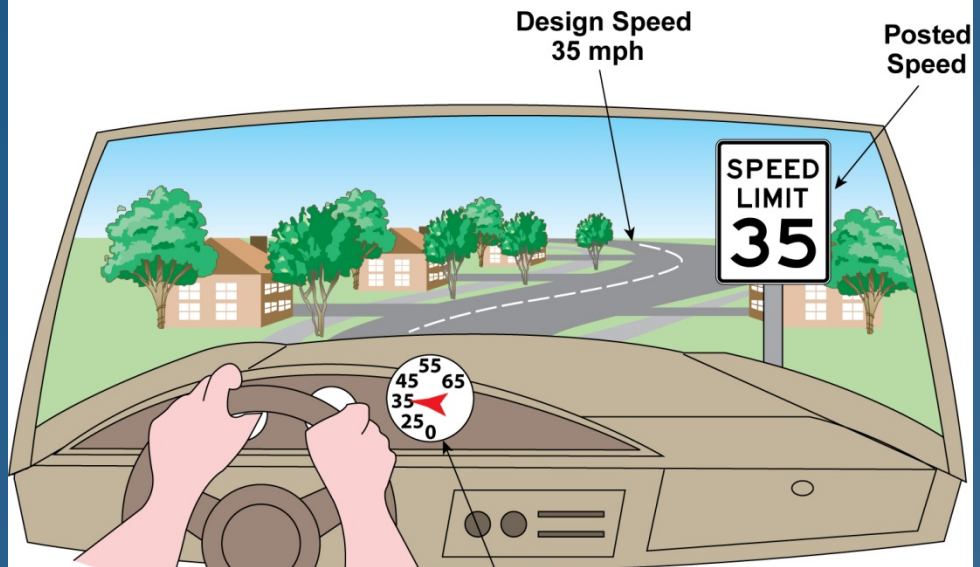
Addressing Community Context

Figure 6.2 Roadway and Building Transect from Urban Core to Rural Contexts

Rethinking Speed



Conventional Design



EWAY 1
Route 3
Augusta
Belfast
North
Lincolnville
Route 17
Camden
Rockport
Route 90
Route 27
Route 1
Waldoboro
Thomaston
Rockland
Warren
I-95
Newcastle
Nobleboro
Wiscasset
Damariscotta
Edgecomb
Woolwich
Bath
W.Bath
Brunswick

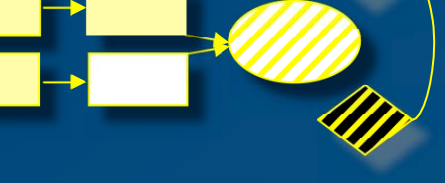
Why Gateway-1

- To resolve mounting tensions over the demands on Route 1 as regional arterial vs. local Main Street and country road
- To align land use and transportation decisions and decision processes
- Working together vs against each other

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



Tools for Change

- Manage Traffic
- Enhance Infrastructure
- Design the Corridor
- Change Land Use Plans, Policies & Regs
- Reform governance of Land Use &Transportation
- Through incentives

Some Tools not typical o
DOT's to introduce – why

Tools for the Context

- A regional TDR syste
- Partnering with land t to buy land with high value and high access management value?
- Site plan review & des standards?
- Zoning for compact/m use?
- Tax base sharing / sha business parks?

. Tools for e Context

haracter

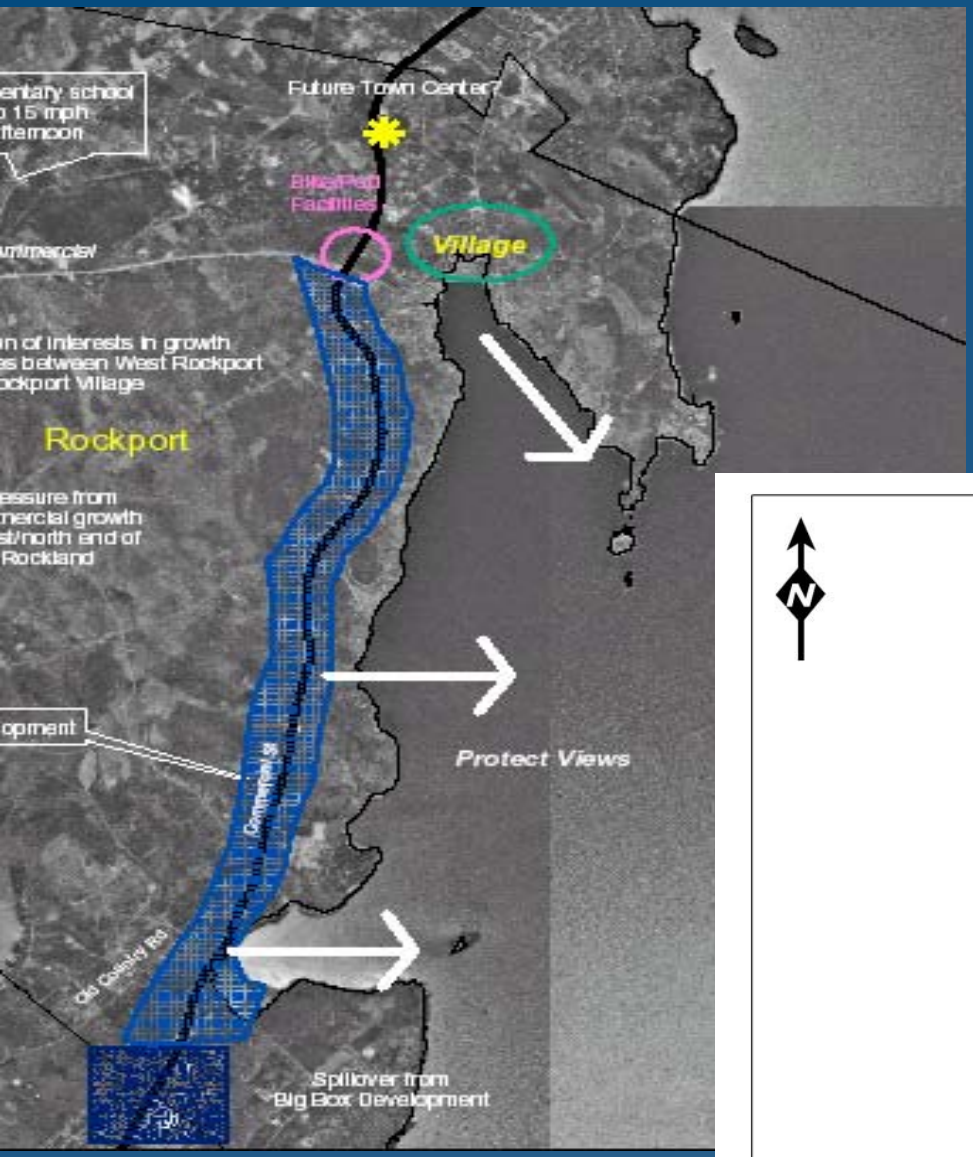
Aesthetics & Function

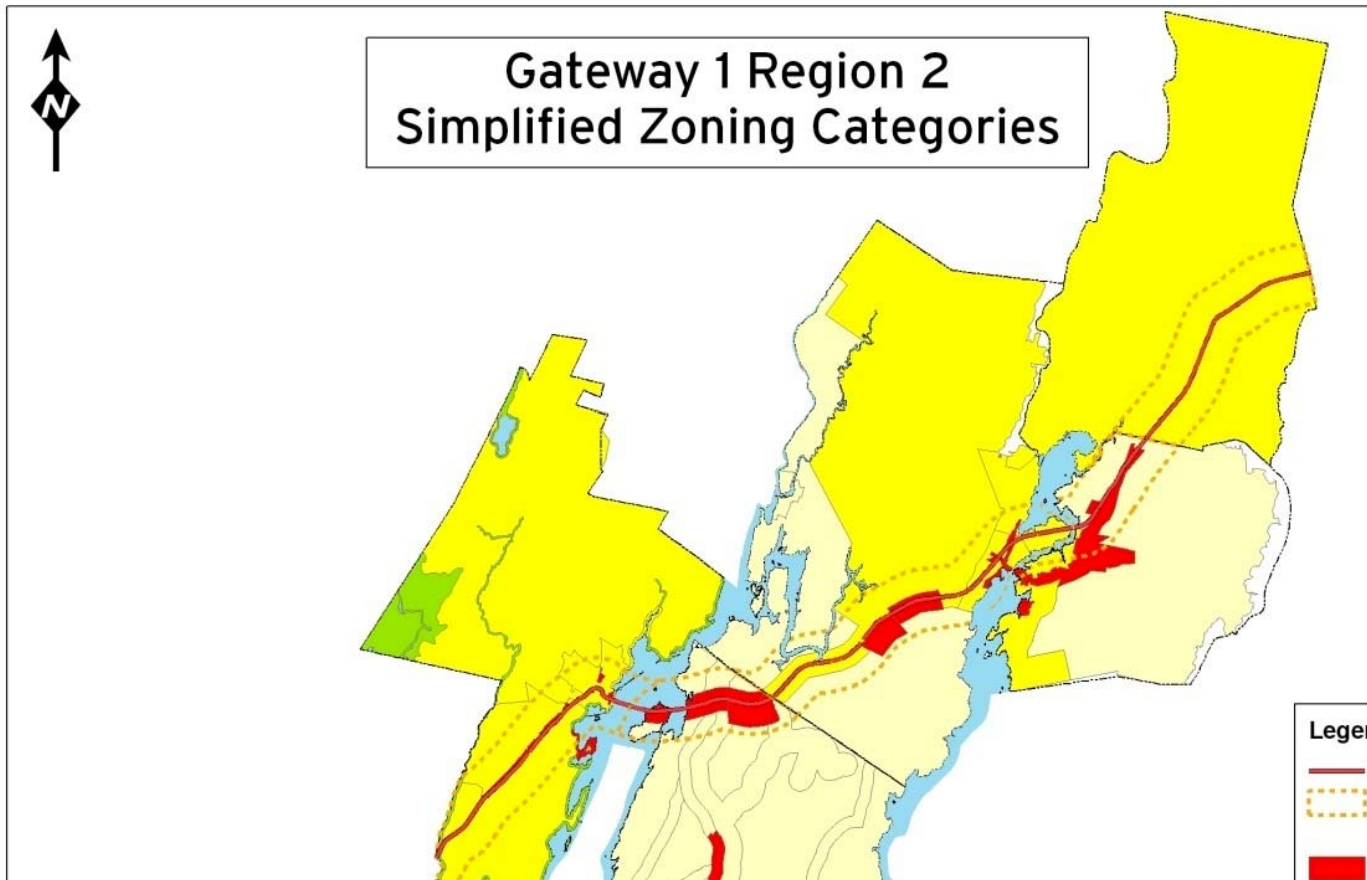
- Zoning
- Design review
- Development Standards

Transportation options & sensitive designs

Are local tools in place to protect public infrastructure

Understanding the Community Context





Phase I

Current Status of Gateway One

eering Committee voted to adopt plan

towns have adopted start up agreement

elease $500k in TA to integrate g1 into local plans

months to sign interlocal agreement

elease $1.3m in project $

ioritize projects for DOT w/ some exception

ossible future corridor allocation

How to provide mobility and suppo Smart Growth?

anage Traffic

nhance Infrastructure -- i.e. the Grid!

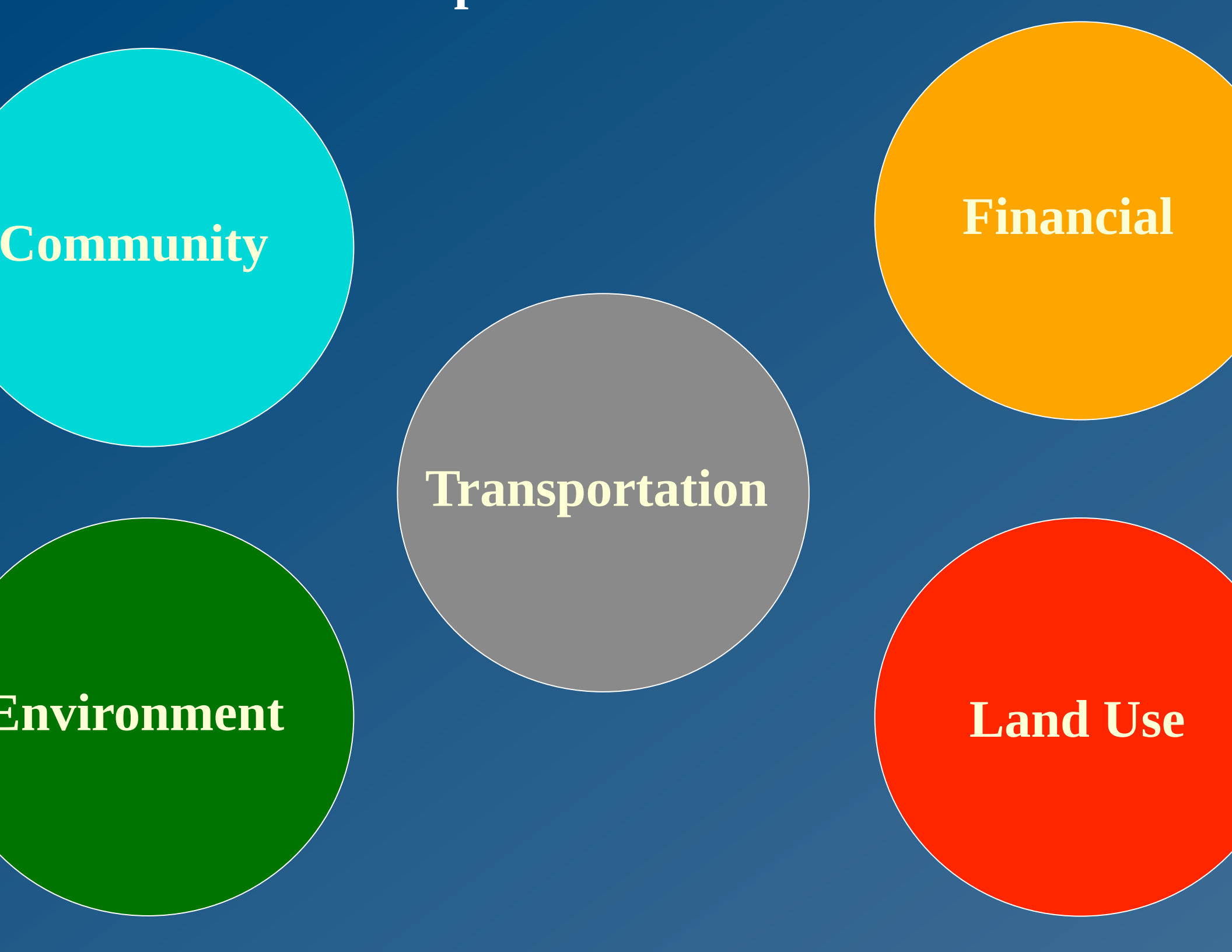
an and Design the Whole Corridor

eal with Land Use!

tegrate Land Use &Transportation

espect the Natural Environmental

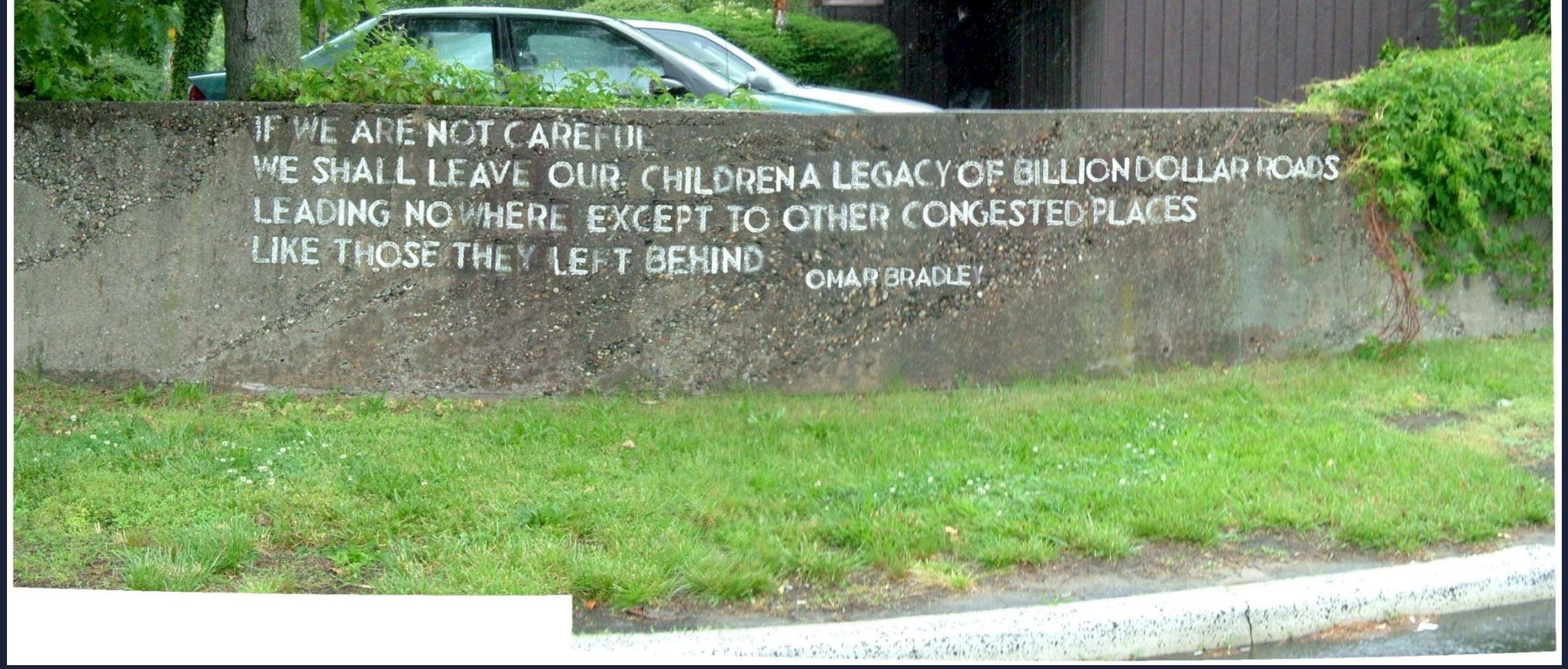
volve all stakeholders


Community
Financial
Transportation
Environment
Land Use

Transportation

The Ideal

Land Use
Financial
Community
Environment
Transportation



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