

Implementing the Network

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Vincent Graham

Founder and President of the I'On Group



TND Neighborhoods include Newpoint in Beaufort, South Carolina,
as well as I'On and Village of Port Royal in Charleston

Award winning TNDs featured in the Wall Street Journal, CNN, the BBC and other media

A Georgia native and educated at the University of Virginia,
Vince moved to South Carolina in 1989

Fred Dock

Director of the Department of Transportation for the City of Pasadena

Extensive private consulting practice, Minneapolis—St. Paul Region

Operates the City's transit, pedestrian, bicycle, traffic and parking systems

Contributing author for ULI's *Developing Around Transit*, and ITE Manual

B.S. and Masters Engineering, University of California Berkeley

Developed a national award-winning form-based street design code



Danny Pleasant

City of Charlotte Interim Transportation Director

Provides staff support for a two county metropolitan planning organization and the seven county air quality planning region.

Formerly Transportation Planning Bureau Chief, Orlando and transportation planner in Atlanta and Chappell Hill

An Aggie -- Masters in Planning and A&M TTI research associate

ITE Fellow

Led development of groundbreaking Urban Street Design Guidelines Program for Charlotte



Scott Polikov

President, Gateway Planning Group

Town planning practice focusing on large-scale TND/TODs and downtown redevelopment

Former Board Member of the Austin Region's Transit Authority and MPO

Associate member of the Citistates Group (Neal Peirce and Curt Johnson)

Co-Chairing TxDOT Urban Thoroughfares Committee

Comprehensive reform for Transportation in Texas (a bellweather?)

State standards (roadway design manuals)

Recognition of the inherent power of urban design

Enlightened engineering practice (silos versus systems)

Embracing local planning beyond mobility demand

Value capture

TEXAS TRANSPORTATION COMMISSION

ALL Counties

MINUTE ORDER

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ALL Districts

Urban thoroughfares work as an overall enhancement to the community providing a unique opportunity for local jurisdictions to create aesthetically pleasing transportation facilities for all transportation modes. Flexibility in project development and design is necessary to balance safety, mobility, economic development, and environmental issues for new and redesigned urban transportation facilities. This flexibility in project planning and the inclusion of stakeholders early in the process has also been referred to as smart growth, context sensitive solutions, and the new urbanism.

The Texas Transportation Commission (commission) desires to promote flexibility in design for urban thoroughfares and include the urban design and planning community by incorporating this approach at the appropriate stage of project development to:

- Satisfy the purpose and needs of the community as a whole;
- Provide enhanced safety for both the transportation users and the surrounding community;
- Meet the needs of various modes of travel, including pedestrians, bicyclists, public transportation and vehicular traffic;
- Add lasting value and excellence to the transportation facility; and,
- Preserve scenic, historic, aesthetic and environmental resources.

To accomplish this urban thoroughfare initiative, the commission directs the Texas Department of Transportation (department) staff to appoint the following members to serve on an



New urbanists working on the initiative

Mike Krusee, instigator

Scott Polikov, committee chair

John Norquist, committee member

Hazel Borys, committee member

Brian Bochner, training

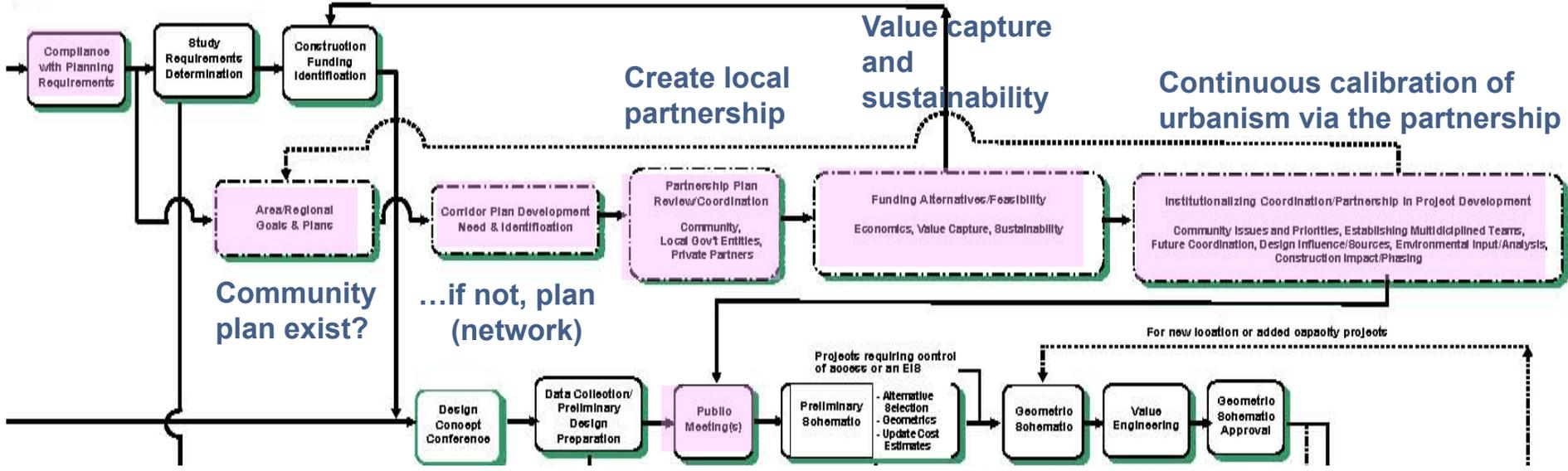
Andrew Howard, local case study

The conventional way

1. What is future mobility need for a particular roadway corridor (place-making ignored)?
2. What functional classification accommodates this need (how wide)?
3. Is there money to pay for the road?
4. Hold the “public meeting” (NEPA)
5. Final design, letting and construction

Proposed TxDOT Project Development Process

“Compliance with planning” requirement (major thoroughfare plan)



A meaningful formal public-hearing process and consequent design in the context of a network

TxDOT Urban Thoroughfares Committee Deliverables



1. Revise the Project Development Process (PDF)
 - a. Consider regional and local community plans (**recognition of the network**)
 - b. Identify opportunities for sustainability and value capture
 - c. Public-private partnership for ongoing coordination regarding design influences
2. Amend the TxDOT Roadway Design Manual to include the ITE/CNU Manual
3. Training program to integrate the public- and private-sector partners systematically