

Innovations in Land Use & Transportation Planning

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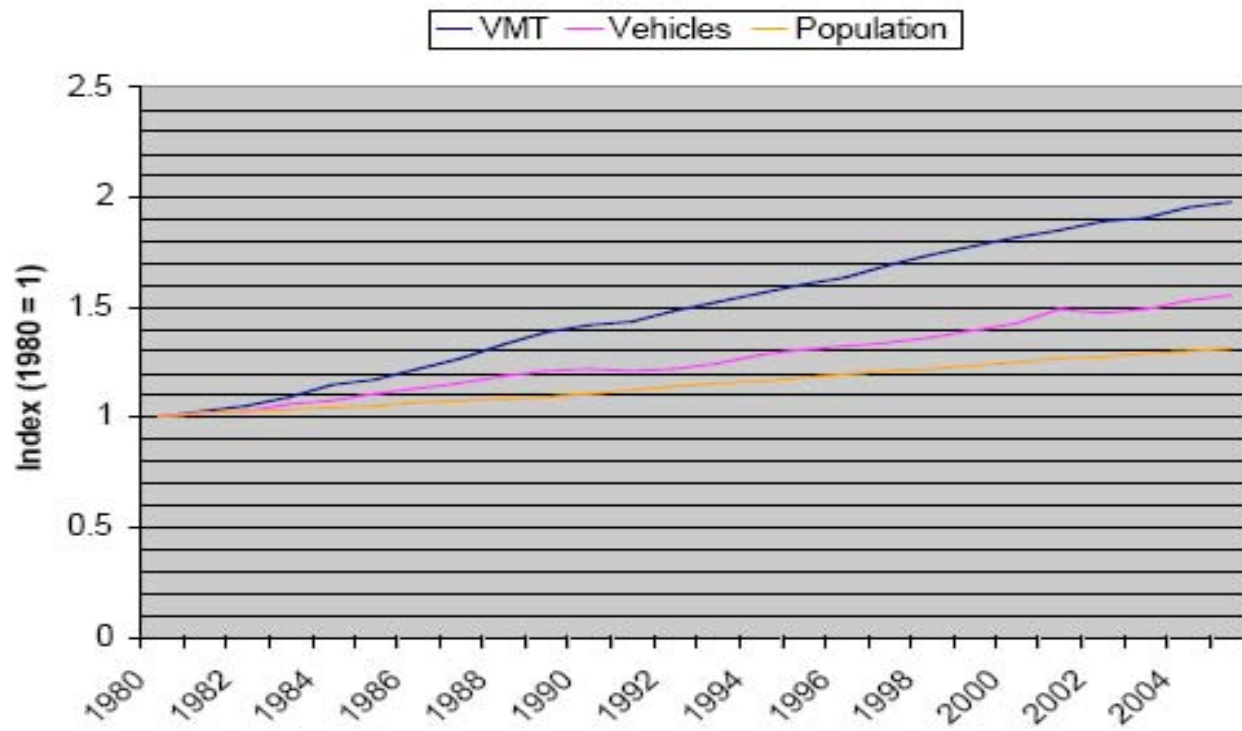
Why coordinate land use & transportation planning?



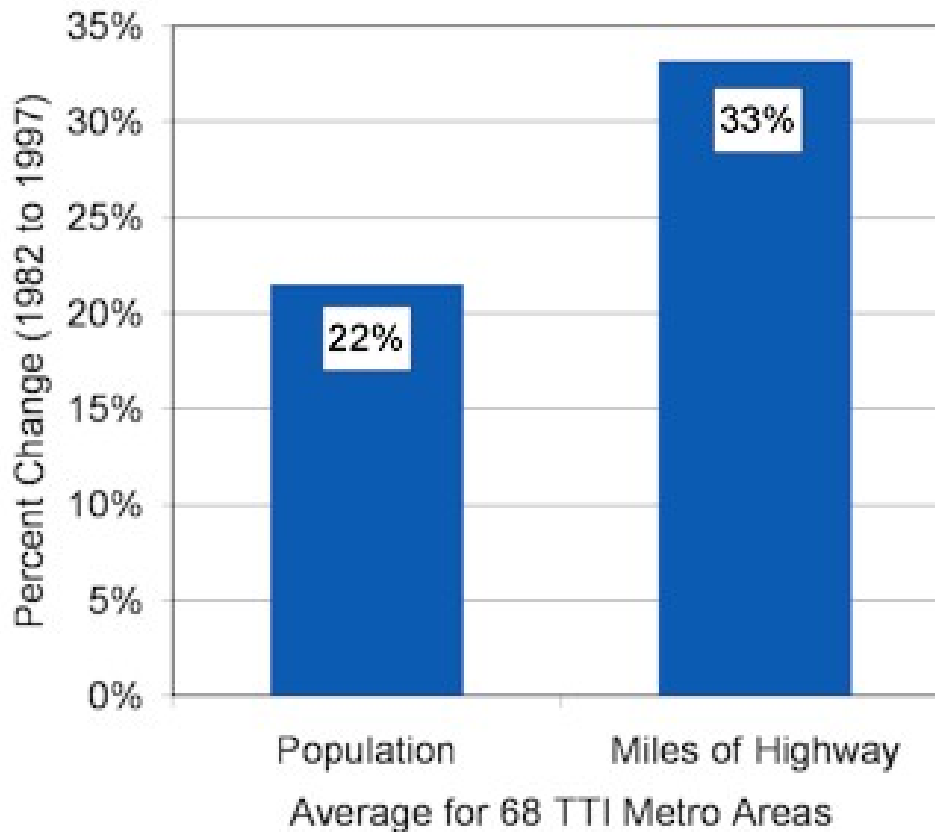
Vehicle Miles Traveled Growth

Figure 0-1 Growth of VMT, Vehicle Registrations, and Population in the United States relative to 1980 Values

Source: FHWA 2005.



America has tried paving its way out of congestion.



How are Massachusetts drivers doing?

“Nearly one in five workers—551,000 people—endure a roundtrip commute of at least an hour and a half. This number, roughly the population of the City of Boston, has nearly doubled since 1980.”

Source: Mass.commuting report, 2004, MassINC

Salt Lake City: Building its way out of congestion?

2030 Planned Lanes



Optimized Lanes

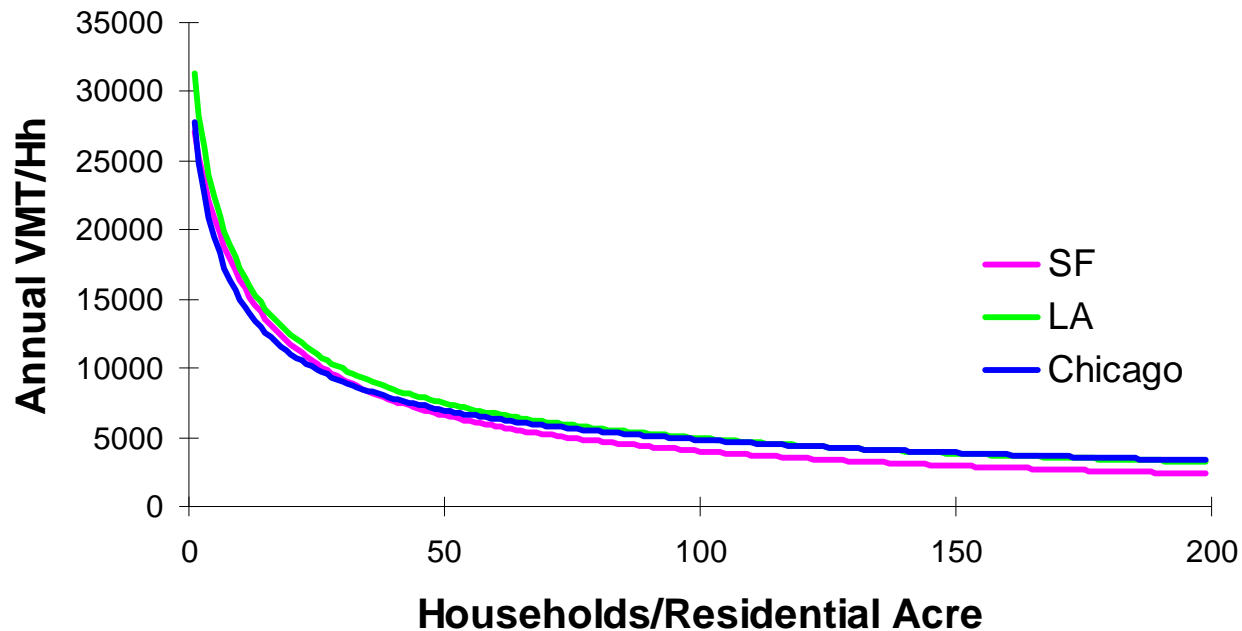


There is another way.



Land use & transportation planning can improve quality of life, with or without transit.

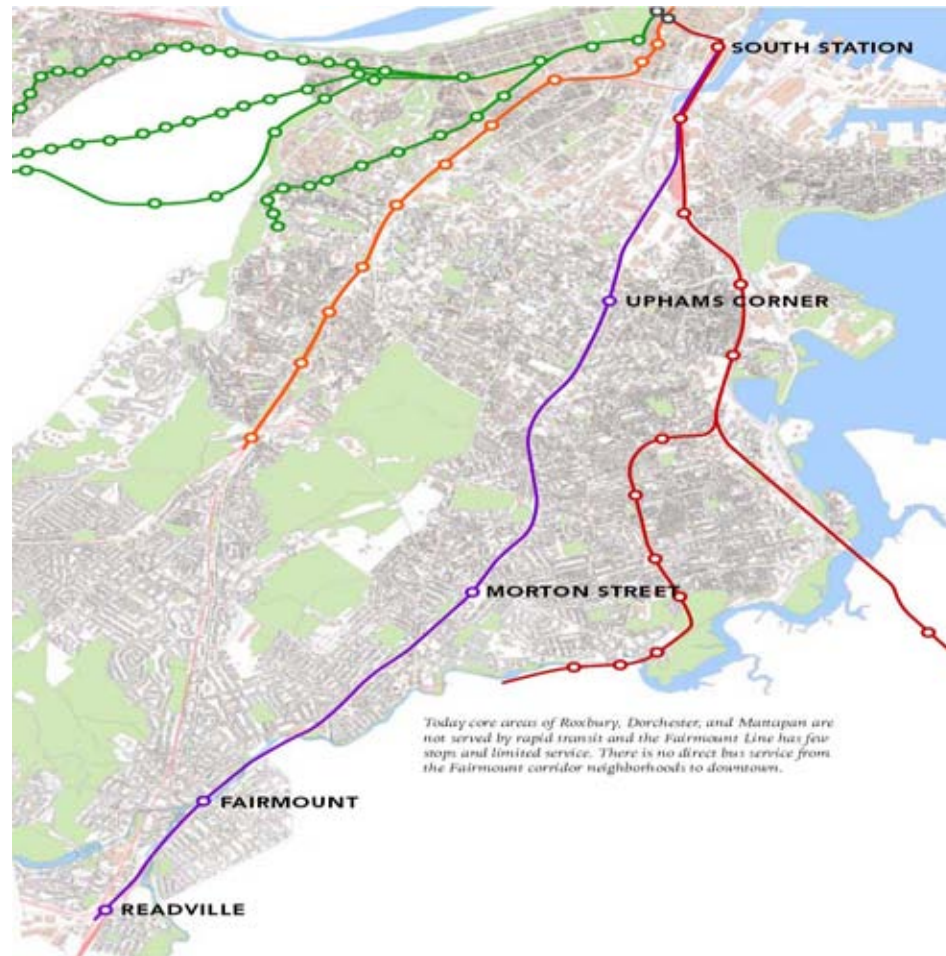
Driving vs Residential Density



TOD Trailblazers

- The Fairmount/Indigo Line
- The Green Line Extension

The Fairmount/Indigo Line



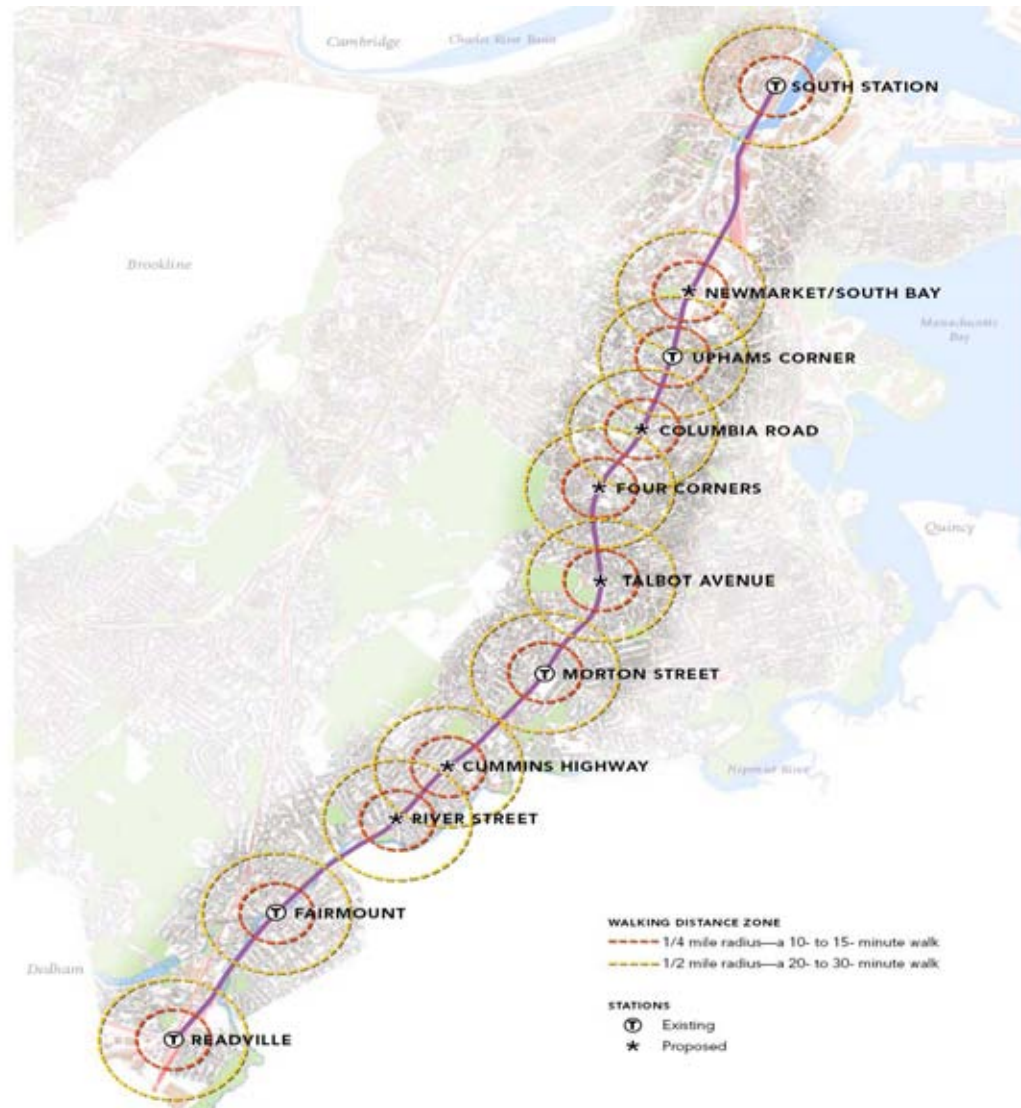
Uphams Corner, Dorchester: “Before”



Uphams Corner: “After?”



A Community-Led Vision



Boston's Newest *Smart Growth* Corridor

A COLLABORATIVE VISION FOR THE FAIRMOUNT/INDIGO LINE

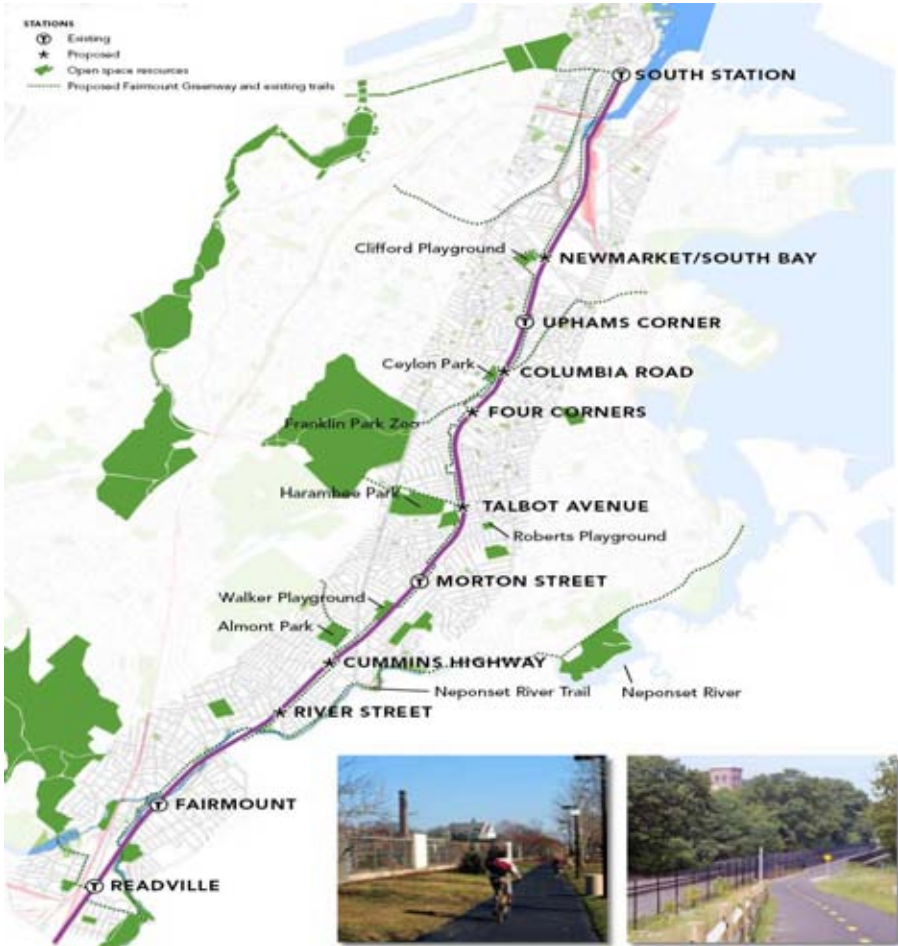
The Fairmount/Indigo Line
CIC COLLABORATIVE

Dorchester Bay Economic Development Corporation | Codman Square Neighborhood Development Corporation
Mattapan Community Development Corporation | Southwest Boston Community Development Corporation



Prepared by **Goody Clancy** | KKO Associates | Byrne McKinney
February 2006

Linking Green Space

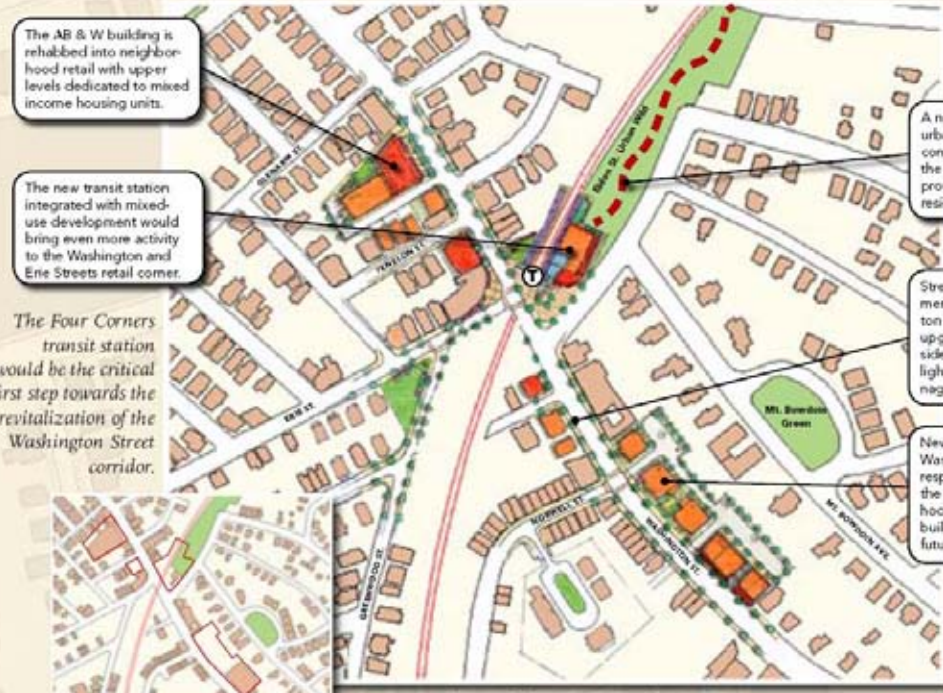


Re-Imagining Neighborhoods



EXISTING
 New development on sites such as the A&W lot could incorporate the existing façade for future retail/commercial storefronts with several floors of housing above.

POTENTIAL Proposed development could include neighborhood oriented retail, a pedestrian plaza, and a mix of diverse housing unit types within a 5 minute walk of the transit station



The A&W building is rehabbed into neighborhood retail with upper levels dedicated to mixed income housing units.

The new transit station integrated with mixed-use development would bring even more activity to the Washington and Ene Streets retail corner.

The Four Corners transit station would be the critical first step towards the revitalization of the Washington Street corridor.

A new trail along the urban wild would help connect the station with the neighborhood and provide an amenity to the residents of Four Corners.

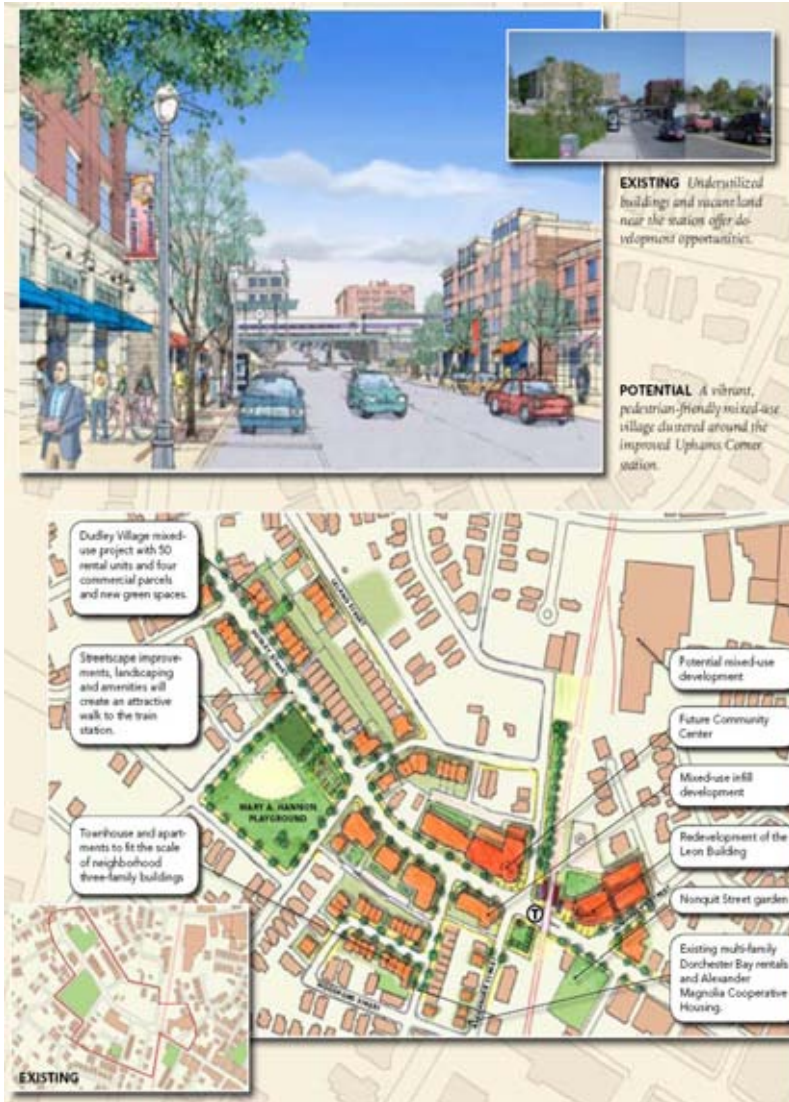
Streetscape improvements along Washington Street to include upgrades to existing sidewalks, landscape, and lighting as well as signage and street furniture.

New housing along Washington Street should respect the character of the surrounding neighborhood. The AutoMart building can be reused for future commercial space.

EXISTING

The proposed plan adds to the mix of retail, office, rental and ownership apartments in Four Corners.

Transit Oriented Development



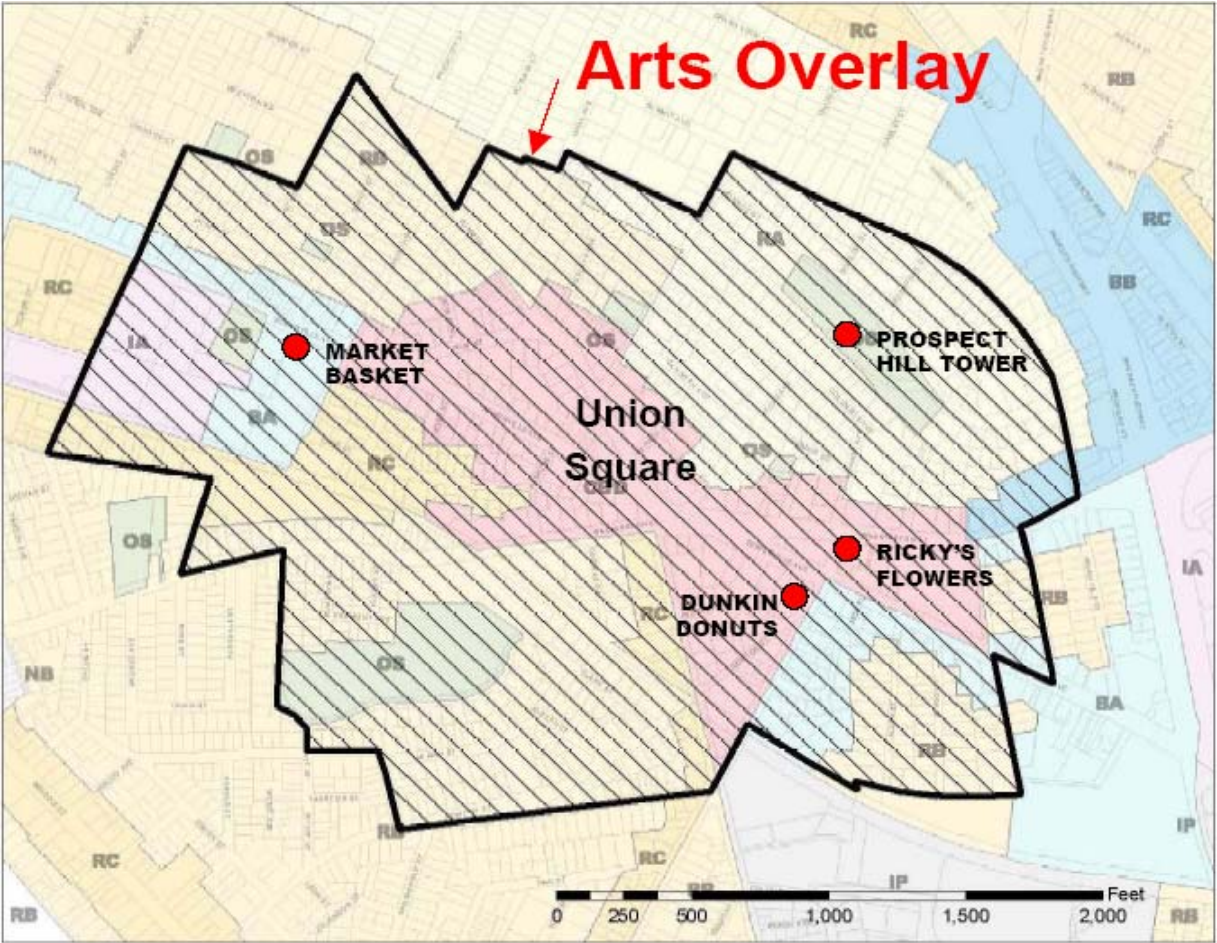
TOOLS:

- The Commonwealth's TOD Bond Program
- Brownfields Redevelopment Funding

Infill Development



Union Square, Somerville



Today.



2014?



Now.



2014?



Now.



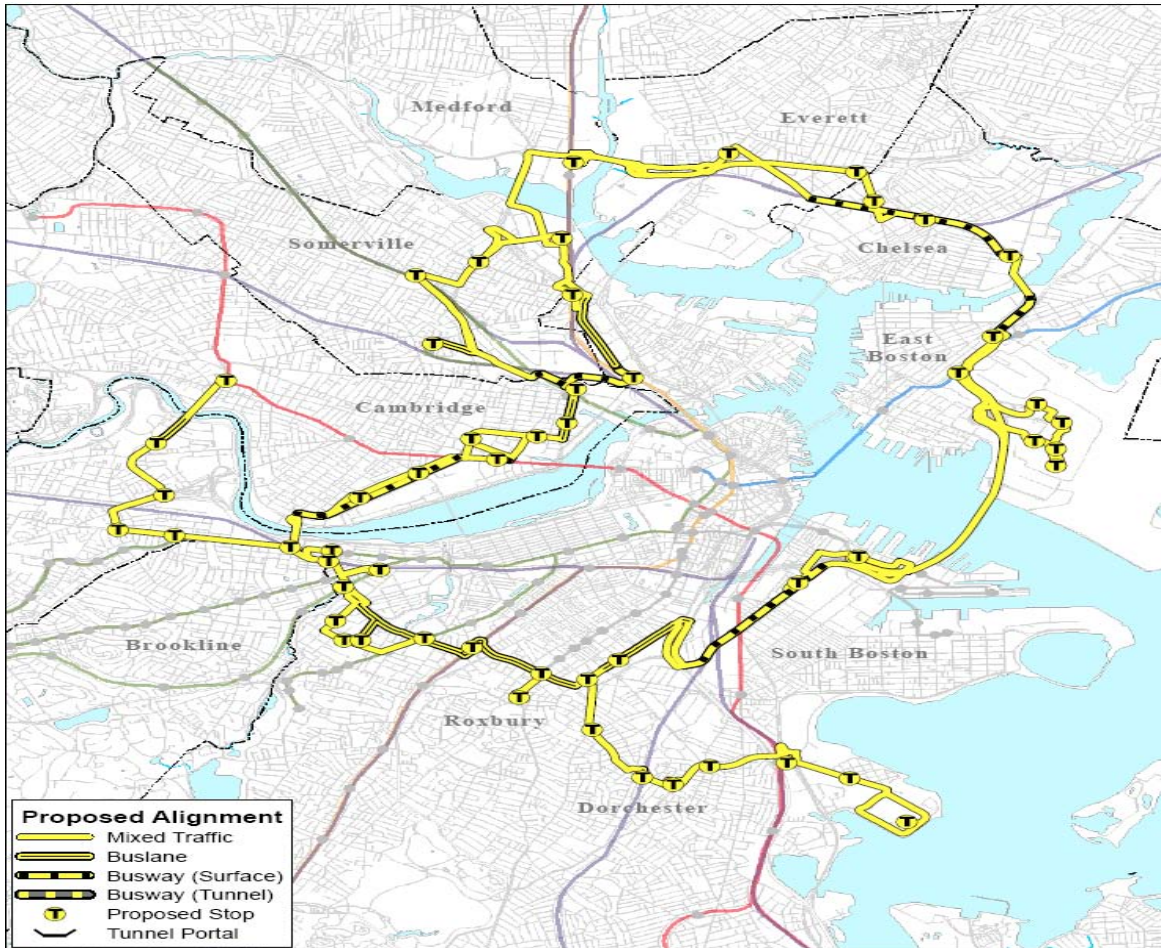
2014?



State-wide Corridor Planning

- Require a comprehensive corridor plan for every major transportation investment.
- Give communities the tools & resources they need to do the job.
- Support good land use planning with transportation investments & other programs.

Development-Oriented Transit



- Support Economic Development with Transit.
- Preserve access to existing jobs.

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