How do you measure this?
FDOT Livable Communities Initiative
Livability Goals

Create an attractive and viable corridor that supports the economic development and revitalization of NW 54th Street and the Brownsville community.
- The presence of aesthetic features (landscaping, lighting, etc.)
- Support the Caleb Center and Brownsville Metrorail Station as business anchors
- Automobile access to businesses
- Pedestrian access to businesses
- Adequate parking

Create a safe, walkable corridor for all residents and visitors.
- The presence of safe, continuous pedestrian facilities
- Ample opportunities for safe street-crossing
- Safe access to parks and schools to and from NW 54th Street
- Support highly visible public spaces

Maintain and preserve the corridor’s unique history, traditions and resources.
- Convenient, seamless connection between the Caleb Center and the Brownsville Metrorail Station
- Preservation of existing, active structures in the corridor; minimize disruptions
- Continued viability of the Martin Luther King Day Parade

Mobility Expectations

Provide adequate safety and mobility in the corridor.
- Vehicular LOS and delay in the corridor
  - Corridor/segment
  - Intersection
- Minimization of turn movement conflicts and other safety hazards

Provide a balance of transportation modes.
- Presence of adequate facilities for all modes in the corridor
- Elimination of barriers to bicycling and walking in the corridor
- Level of service
  - Bicycle LOS
  - Pedestrian LOS
  - Transit LOS
Community-defined
Qualitative and quantitative
## Qualitative and Quantitative

<table>
<thead>
<tr>
<th>Evaluation Factor</th>
<th>Status Quo</th>
<th>Type I</th>
<th>Type II/IIA (80’ ROW at Key Intersections)</th>
<th>Type I/IA</th>
<th>Type II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opportunity for aesthetic features (landscaping, lighting, etc.) and enhancement to roadway character</td>
<td>No median; sidewalks too narrow for trees, lighting or planters.</td>
<td>Small, landscaped median (ground cover only); sidewalks too narrow for trees, lighting or planters.</td>
<td>Sidewalk can accommodate street trees, lighting and/or planters; no median.</td>
<td>Sidewalk can accommodate street trees, lighting and/or planters; limited median can accommodate trees and landscaping.</td>
<td>Sidewalk can accommodate street trees, lighting and/or planters; no median.</td>
</tr>
<tr>
<td>Automobile access to businesses</td>
<td>Some direct driveway access, a significant amount of access is provided by side streets.</td>
<td>Raised median will have minimal impact; most businesses have good side-street access.</td>
<td>Soft turns will not be restricted. However, necessary driveway consolidation may impact a small number of businesses.</td>
<td>Raised median will have minimal impact; most businesses have good side-street access.</td>
<td>Center turn lane will maintain access to businesses.</td>
</tr>
<tr>
<td>Pedestrian access to businesses</td>
<td>Setbacks, build to lines place buildings far back from the sidewalk. Parking in front creates barrier for access.</td>
<td>Elimination of setbacks and build to lines bring buildings close to the sidewalk. Parking shifted to rear.</td>
<td>Elimination of setbacks and build to lines bring buildings close to the sidewalk. Parking shifted to rear.</td>
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Latest Guidance on Performance Measures

U.S. Environmental Protection Agency

Draft Guidebook for Sustainable Community Performance Measurement

July 20, 2011

Prepared for
U.S. Environmental Protection Agency

Prepared by
ICF International
620 Fedorenko St., 2nd Floor
San Francisco, CA 94107
Performance Measures

3.1. Transit trips per capita
3.2. Workers commuting by transit, bicycle, or foot
3.3. Vehicle miles traveled per capita
3.4. New homes built in areas well-served by transit - or - New homes built near employment centers
3.5. Affordable homes and rental units well-served by transit - or - Affordable homes and rental units near employment centers
3.6. Household transportation costs
3.7. Low income households within a 30 minute transit commute of major employment centers - or - Low income households within a 20 minute driving commute of a major employment center
3.8. Jobs well served by transit
3.9. Residential units near employment centers
3.10. New construction accommodated on previously developed land
3.11. Rate of agricultural and natural resource land lost to development
3.12. Shared elements of regional transportation, housing, water and air quality plans tied to local comprehensive land use or capital improvement plans
3.13. Dollars of public sector investment within ½ mile of a well served transit stop - or - Public sector investment within ½ mile of an employment center
3.14. Dollars of private sector investment within ½ mile of a well served transit stop - or - Private sector investment within ½ mile of an employment center
3.15. Transportation related emissions per capita
3.16. Non-occupant fatality rate
3.17. Homes within walking distance to retail, services, and parks
Performance Measures in Practice: Central Hamilton County Scenario Planning Study

30+ years of current growth trends.
Performance Measures in Practice: 
Central Hamilton County Scenario Planning Study
Residential units near employment (activity) centers

Current Growth Trends

Comprehensive Plans

Alternative Growth Trends

Total Dwelling Units with Walking Potential

- Current Growth Trends: 1,694
- Comprehensive and Alternative Growth Trends: 3,070
- Current Area Plans: 424
- Alternative Growth Trends: 281

Walk potential to Activity Centers

1/3 Mile Walking Radius of Public Schools
1/3 Mile Walking Radius of Retail/Shopping Areas
1/6 Mile Walking Radius of Retail/Shopping Areas
Dwelling Units
Less → More
Homes within walking distance retail, services and parks (and schools)

[Maps showing current growth trends, comprehensive area plans, and alternative growth trends.]

**Total Dwelling Units with Walking Potential**

- **Current Growth Trends:**
  - 1/4 Mile Walk Potential to Schools: 281
  - 1/4 Mile Walk Potential to Shopping Areas: 3,342

- **Comprehensive and Current Area Plans:**
  - 1/4 Mile Walk Potential to Schools: 424
  - 1/4 Mile Walk Potential to Shopping Areas: 3,263

- **Alternative Growth Trends:**
  - 1/4 Mile Walk Potential to Schools: 224
  - 1/4 Mile Walk Potential to Shopping Areas: 4,000
New schools/parks

Current Growth Trends

Total Dwelling Units with Walking Potential

- 301 with new schools
- 424 within 1/4 mile walk potential to schools
- 463 current area plans
- 773 alternative growth trends

Graph shows the distribution of dwelling units across different growth trends and their proximity to schools.
What about bikes?
Residential units near employment centers

Productions

Attractions

Minimum Average Distance to a Major Attractor (miles)

- Current Growth Trends: 1.47
- Comprehensive and Current Area Plans: 1.40
- Alternative Growth Trends: 0.92
Homes well-served by transit
Growth impacts on transportation

...do we want to look like this?
Growth impacts on transportation
Transportation quality

Lane Miles by Character and Operating Speed

- Faster/Rural
- Slower/Strip

Current Trends
- Interstate/Limited Access (55-70 mph)
- Rural/High Speed (45-55 mph)
- Urban (10-25 mph)
- Suburban (20-35 mph)
- Suburban Strip (10-25 mph)

Comprehensive and Alternative Growth Area Plans
- Interstate/Limited Access (55-70 mph)
- Rural/High Speed (45-55 mph)
- Urban (10-25 mph)
- Suburban (20-35 mph)
- Suburban Strip (10-25 mph)

Strip development
Summary

• Livability is qualitative as well as quantitative
• Performance measures are emerging practice
• There are a number of robust tools
• Be creative!
Thank you!

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