



Land use/transportation coordination

Land use patterns can have significant impact on the amount of travel and the efficiency of roads. There are many approaches to improve the land use/transportation interface, four of which the Houston-Galveston Area Council has identified as also having the potential to create economic development opportunities and enhance quality of place.

Maintain a Strong Urban Core

Transit, car/van pools, walking, and bicycling are more viable in areas where activities are concentrated and travel distances are less. Short vehicle trips can also be more effectively distributed over a well-developed network of local streets, freeing up capacity on freeways and major thoroughfares for longer trips.

Strategies that can lead to a transportation-efficient urban core include:

Transit-Supportive Development

Promote the development of housing, mixed uses, pedestrian infrastructure in conjunction with transit facilities.

Context Sensitive Roadway Design

Integrate design of new or expanded capacity road projects to minimize barriers and reduce visual and noise impacts to urban communities.



Create Town, Village Centers

The town/village center concept involves the clustering of various neighborhood destinations so that multiple trips can be made on foot. A properly designed town center can be accessed by car, on foot, or by bicycle via a collector street or minor arterial, preserving capacity on major thoroughfares for longer vehicle trips. This design approach can also improve both vehicular and pedestrian/bicycle safety, enhance "quality of place" and community character, and be more easily served by transit.

Improve Connectivity

Modern residential subdivisions often have curving and/or discontinuous streets. This design approach can reduce cut-through traffic and enhance the sense of security, as well as provide aesthetic and environmental features. But its drawbacks are that it adds dis-

tance to internal neighborhood trips and tends to consolidate external trips onto surrounding arterial streets, inhibit walking and bicycling, and make for less efficient transit, emergency response, and garbage collection services.

Access Management/Express Streets

Intersections and/or driveways can diminish roadway carrying capacity and increase crash risks. As an alternative, "Express Street" designs can improve performance and safety by redirecting access to adjacent land uses via a "backage road" that can serve as a pedestrian/bicycle-friendly community main street. Other access management tools include driveway consolidation/shared parking and the strategic use of medians instead of continuous left turn lanes.

Workshop Locations

Houston: Sept 17 – **Note change:**

University of Houston Hilton. 4800 Calhoun. 8:30 am.

West Harris County: Sept 22 – Omni Hotel. 13210 Katy Freeway. 7:30 am.

Baytown: Sept 24 – Baytown Community Center. 2407 Market Street. 8:30 am.

Conroe: Sept 30 – Lone Star Convention Center and Expo. 9005 Airport Road (FM 1484). 8:30 am

Angleton: Oct 1 – Angleton Recreation Center. 1601 North Valderas. 8:30 am.

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