



Transportation & Land Use

Land Use & Transportation

Forever the Two Shall Meet

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October 17, 2019

So You're At A Dance Party



The Way It Used To Be



The Way It Can Still Be



But Over the Last 90 Years.....

- Industrial Revolution
- Cars Affordable to the Masses
- Rapid build out of roadway system(s) to support automotive travel
- In simple terms: Build for the Car.



So What Happened to Land Use?

A shift away from condensed mix of uses in / near urban centers to singular, separated uses further away from urban centers.



I Can Drive Everywhere Now!





Photo courtesy of Rick Hall, Hall Planning & Engineering



So.....if you have to walk.....Good Luck!



Well....We Didn't Think About That!

- Fatalities and injuries
- Congestion
- Air Quality Impacts
- Expense of Roads
- Public / Community Health



Let's Take a Regional Look

- More SOV travel
- Increased VMT
- Bike / Walk Transit Mode Share Remains Low
- Short trips (3 miles or less) being driven



It Would Seem We're Going in the Wrong Direction

- Increased GHG emissions
- Colorado out of federal compliance for air quality standards over last seven years



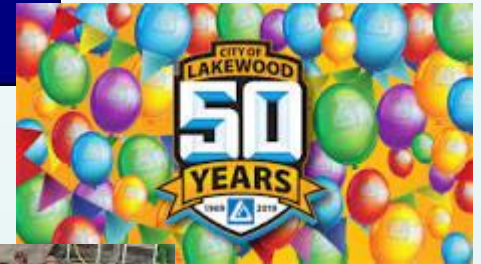
And Have We Forgotten?

- Most roads are public assets
- Paid for by sales, property, and fuel taxes, and vehicle registration fees
- Shouldn't they SAFELY serve all those who pay for them regardless of mode?



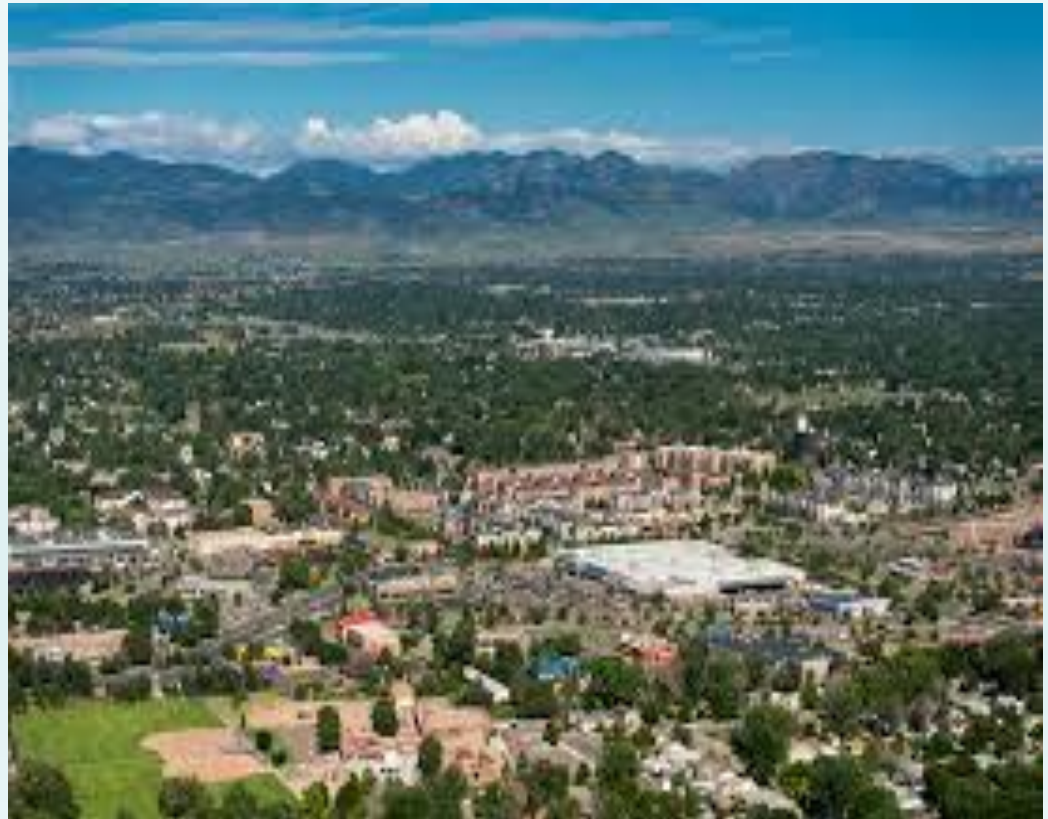
So What Do We Do.....Are We Screwed?

- More people coming to Colorado and Lakewood
- “Just build more roads, Damn It”
- Demand for suburban living will persist (i.e. south of Castle Rock)
- Gas Powered Car / Light Truck Sales Steady



In Simple Terms.....

Where Coloradans live and work will have a direct effect on how they get around now and in the years to come



Well...cities...counties....what say you?

If our land use / transportation paradigm is leading us to the edge, don't we have to look at and do things differently?



Well...cities...counties....what say you?

- Police powers
- Health, safety, welfare
- Limitations on land use law
- Highest and best use



What Do You Think?

- Should cities and counties require more of commercial, retail, residential development?
 - Fewer parking spaces
 - Shuttles b/w nodes
 - Transit passes for all residents / employees?
 - Tree Cover





Complete, Walkable Streets











POLICY

[INCENTIVES FOR PROPERTIES]



"Bikeshare is included in our land-use code as an alternative compliance option in place of parking."

- Tessa Greegor, FC Bikes

BIKEFORTCOLLINS.ORG





Bike Facilities



Bike Lanes:

5-6' wide

Between vehicle lanes & parking

Most appropriate for streets 25-35 mph



Shared Lanes:

Most appropriate for streets ≤ 25 mph

Typically installed in middle of street



Cycle Track: Buffered, 6-11' wide



"Cyclists Spend \$\$\$"

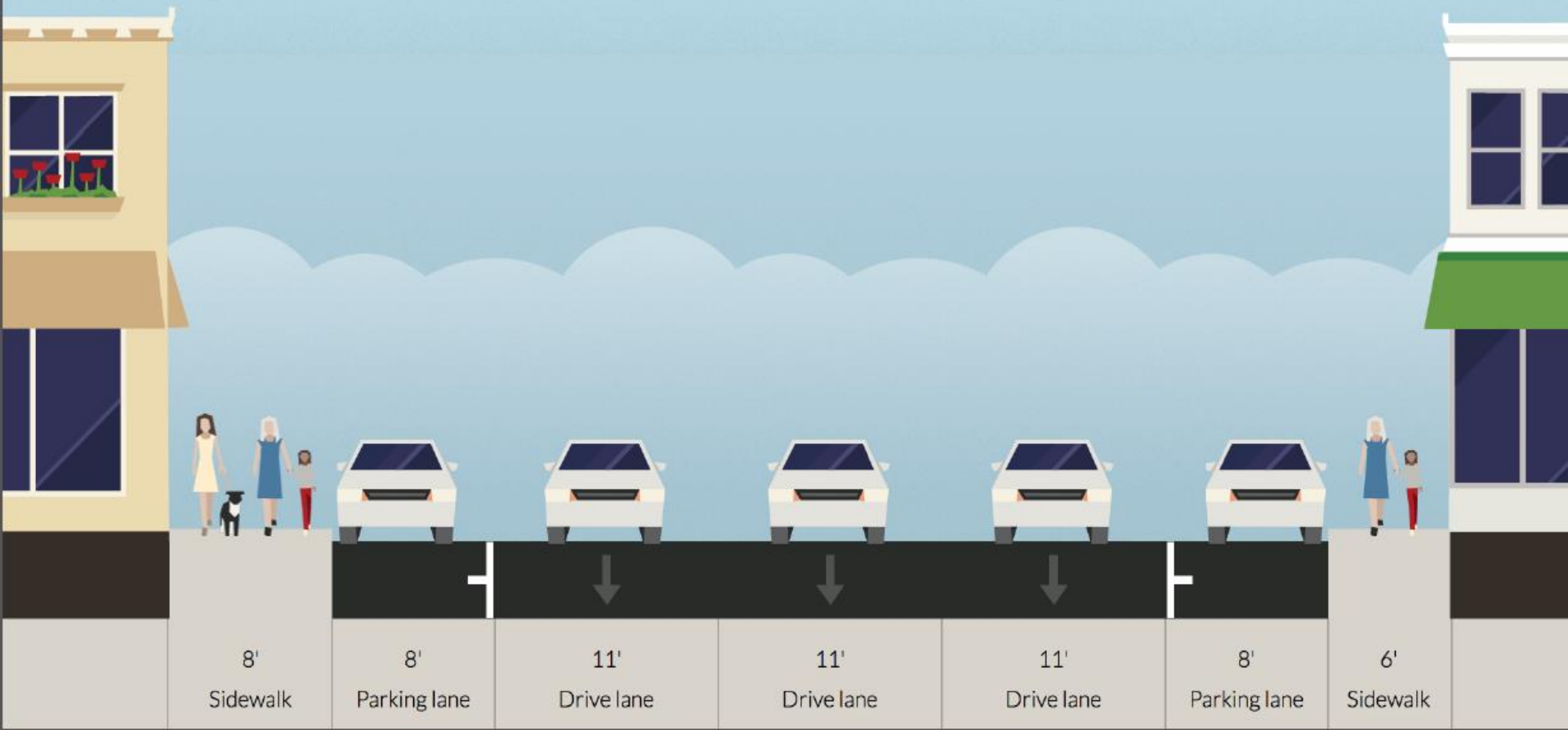




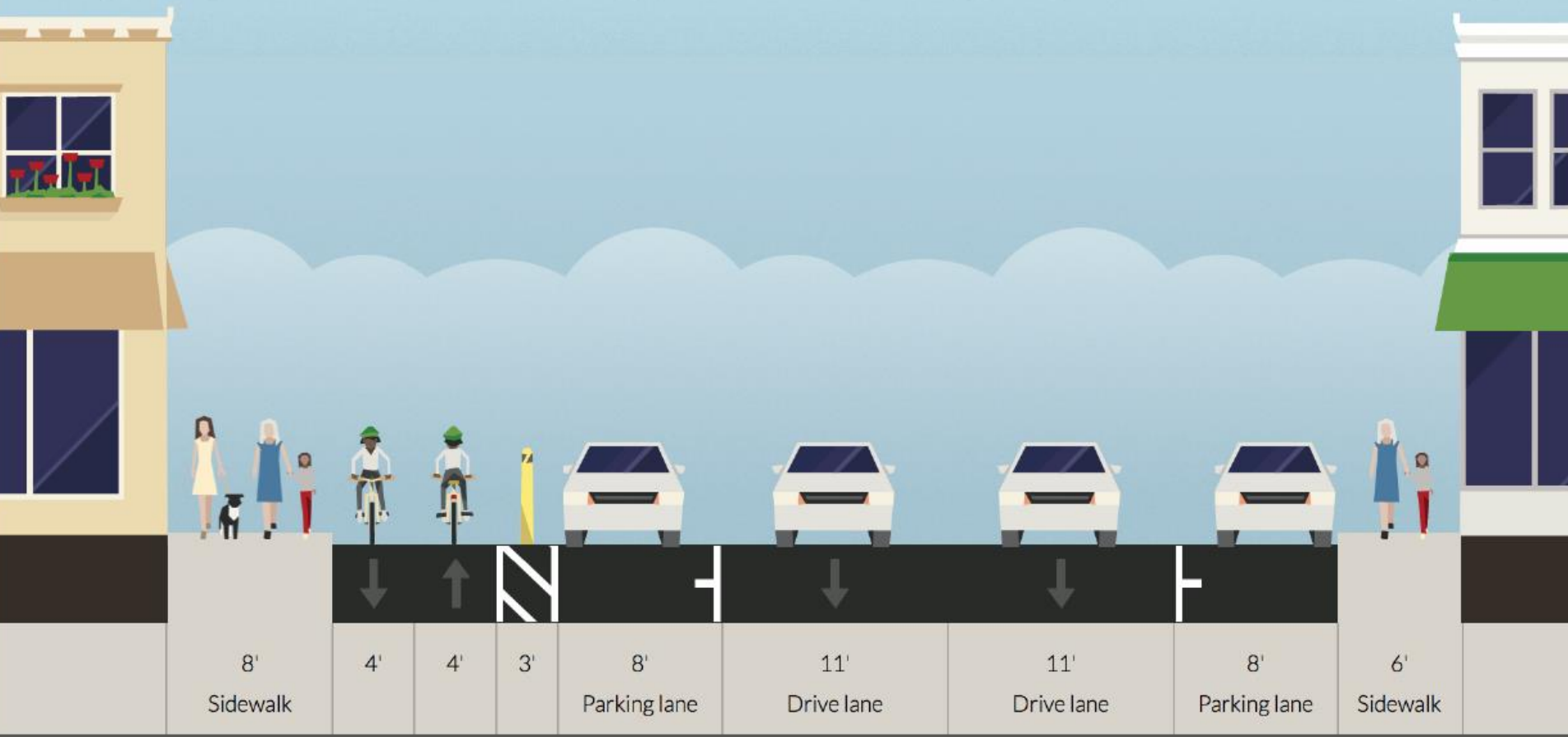




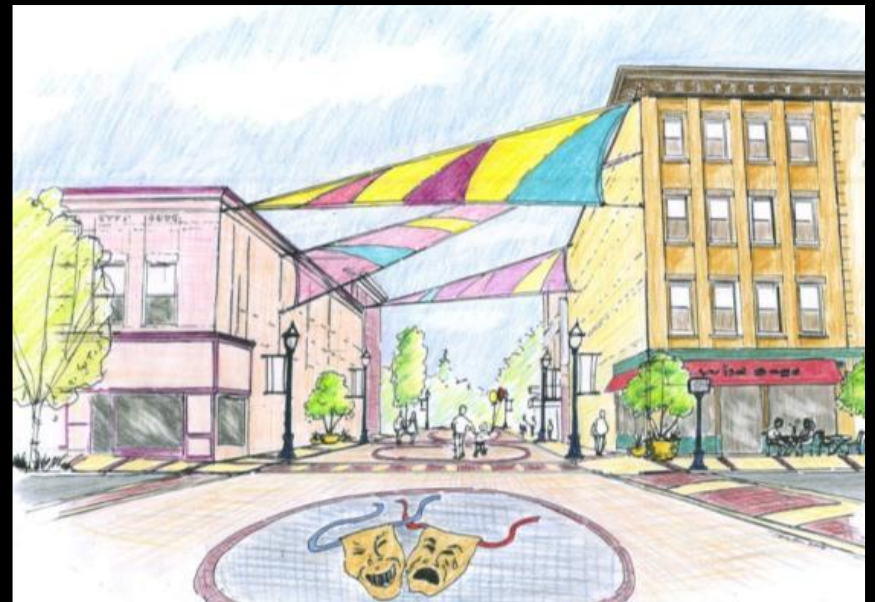
5th Street – Existing



5th Street – Demonstration



Pavements



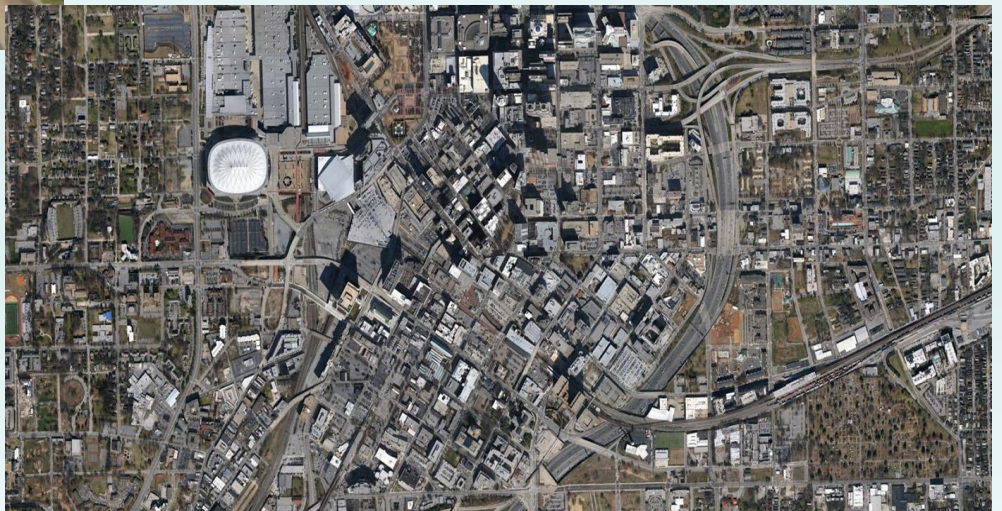
Crosswalks





So.....

Can we have our cake
and eat it too?



Said Another Way.....

*Can we have our
cake and leave
enough for our kids
& grandkids to
enjoy?*



Let Them Eat Cake!!

- Use Your Transit Options
 - **Locally** (The W Line / the 28)
 - **Regionally** (Front Range Flyer)
 - **Statewide** (Bustang)
- Bike or walk for short trips
- Combine Your Trips
- Carpool



So What Can We Do!?

- Live a Car-Lite Lifestyle
- Please don't idle...Yeah I know it's a personal choice!
- Introduce your kids / grand kids to multimodal options!



What Can We Do!?

- E-Vehicles
- Battery Powered or Autonomous Shuttles / Circulators
- If you have the option, choose where you live selectively.



A Parting Thought....

- Existing Land Uses are Set
- Future Land Uses are Not



How we develop and travel in the years ahead will have a significant bearing on our future.

