

Meaningful Connections

Transportation in a Developing City



**PLANNING &
DEVELOPMENT
DEPARTMENT**



ONE WAY
→

TREEBEARDS

GONZO247

TRAFFIC CAPACITY
LIMITED CAPACITY
STREET CLOSURE

RESERVED
PARKING
AT ALL TIMES
FOR



What are We Aiming For?



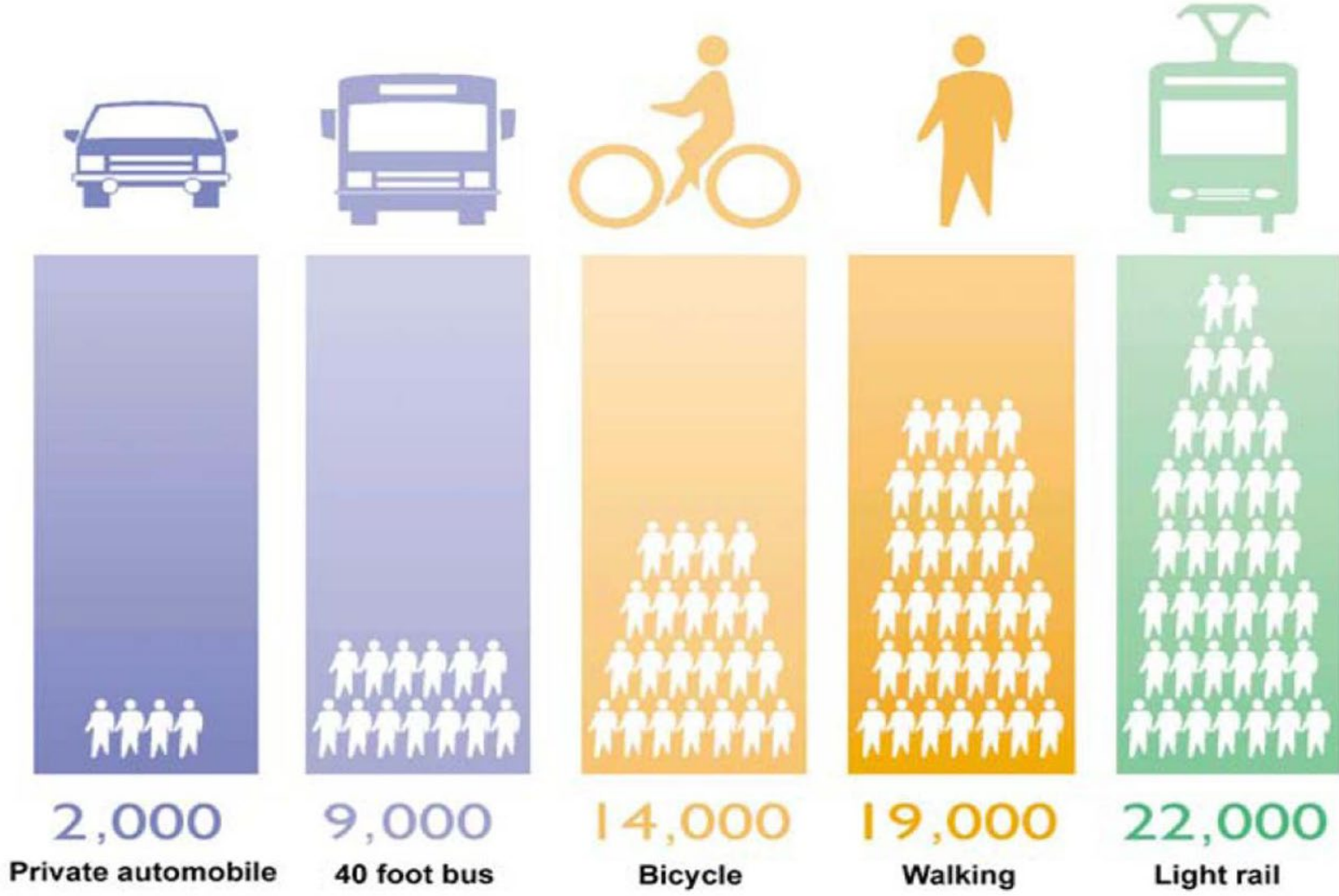
Engineer's POV



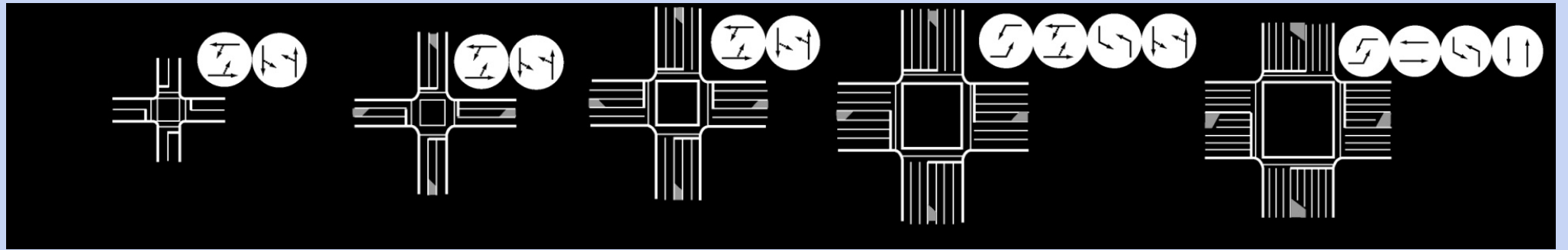
Economist's POV



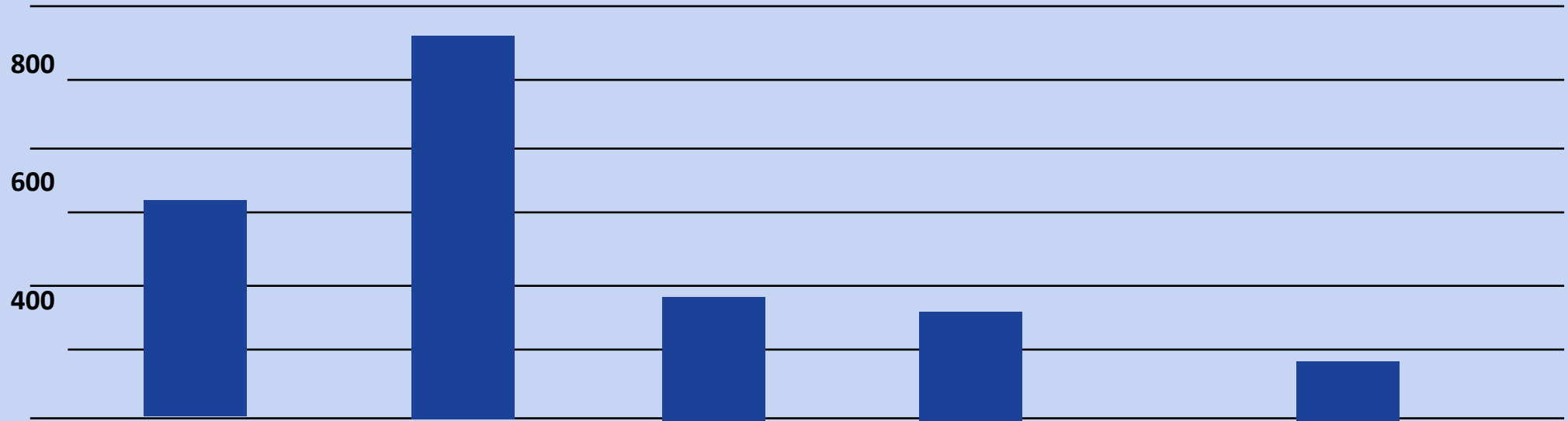
Cars Don't Spend Money, People Do



More Lanes Doesn't Necessarily Improve Mobility



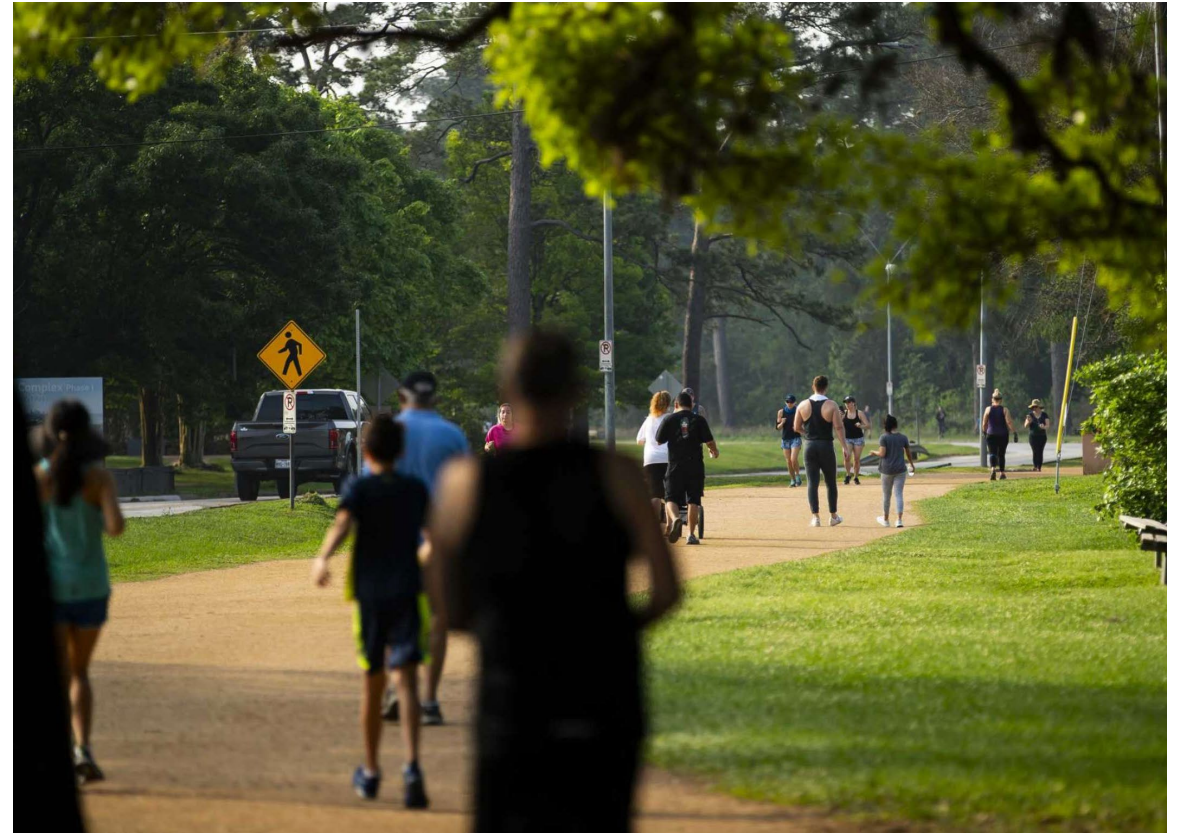
Capacity of Additional Through Lane (VPH)



Transportation Demand Is Not Set in Stone



Houston Chronicle, 2020



Houston Chronicle, 2020

Consider Other Measures

Economic Development

- Job creation
- Real estate value
- Retail sales

Quality of Life

- Access to jobs
- Access to schools
- Access to shopping

Social Justice

- Do benefits accrue equitably?
- Are investments spread equitably?

Environmental Sustainability

- VMT per capita
- Air Quality and GHG emissions

Health & Safety

- Crashes and Fatalities
- Activity (10,000 steps per day)

As Cities Develop, Needs Change

MOBILITY

Can I travel freely and easily to where I want to go?

VS

ACCESS

Can I get the things and services I want?

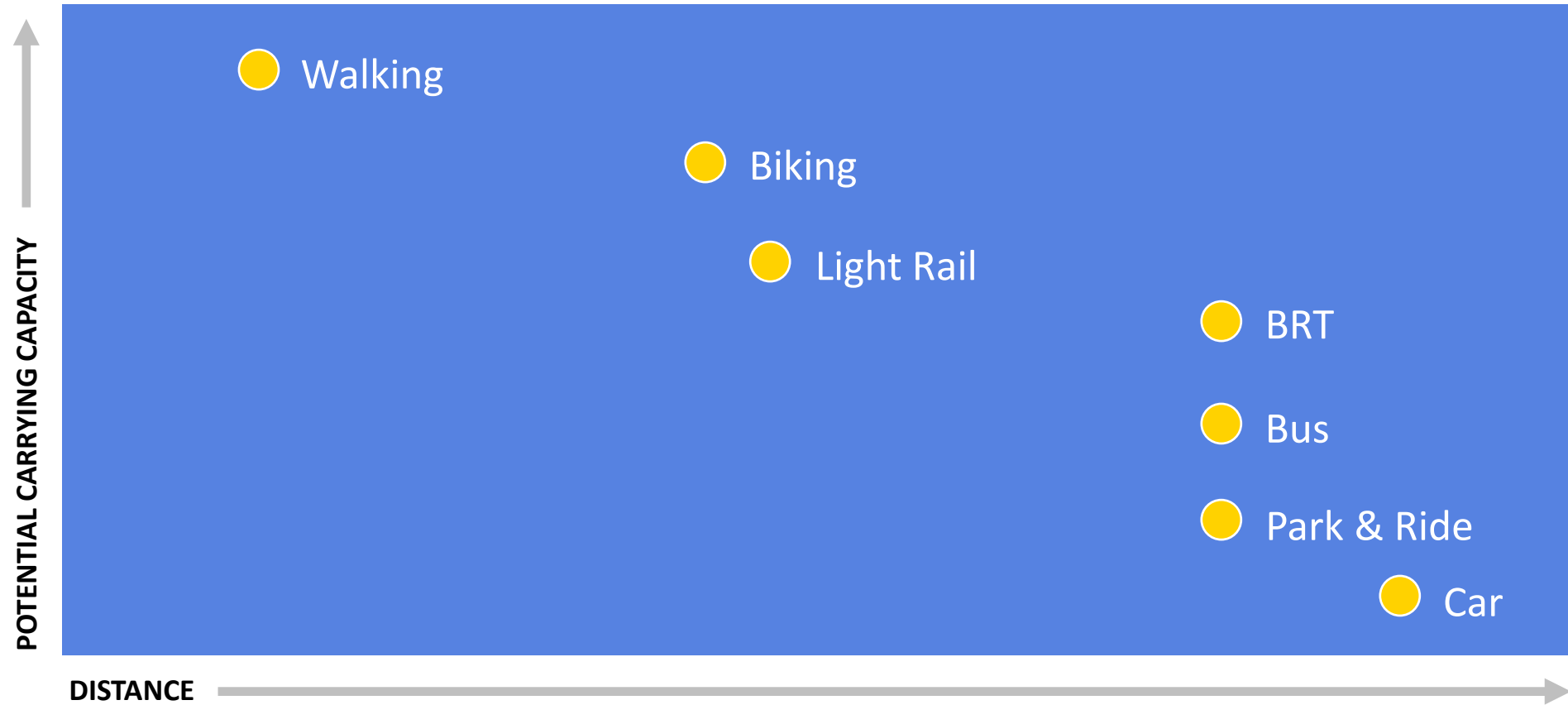
Land Use Mix Matters

Diversity of uses create different travel behaviors:

- Jobs/housing balance: 1.5 jobs/household
- Mix of uses generates different trips at different times
- Yay! No Zoning!



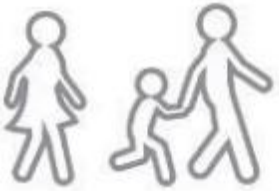
Multimodal Matters



Networks Matters



Streets



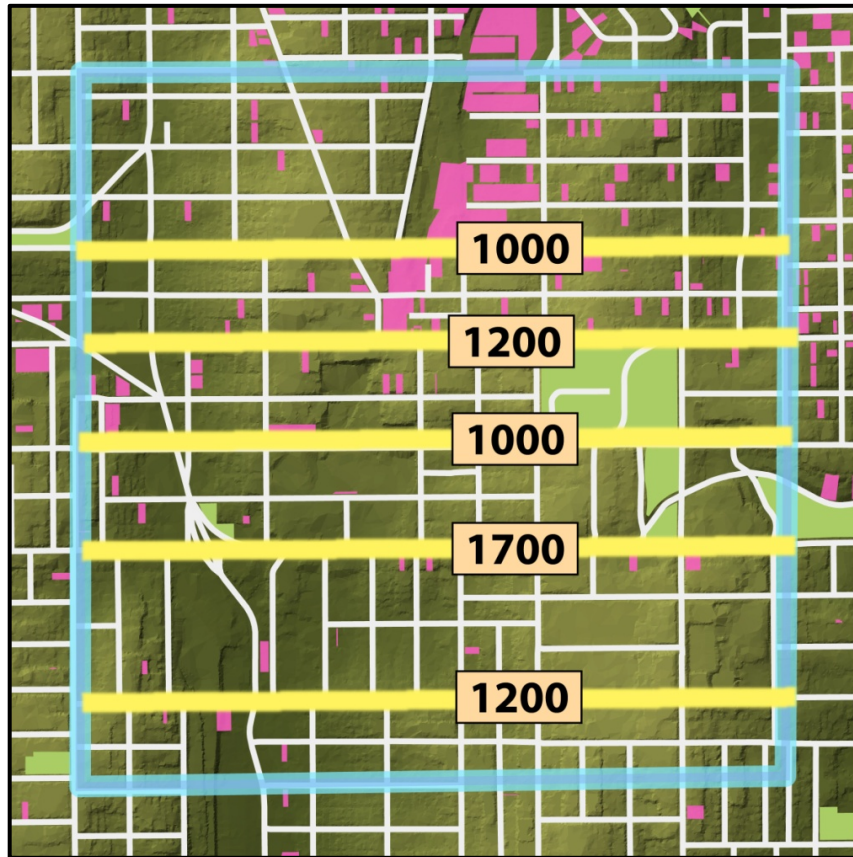
Sidewalks



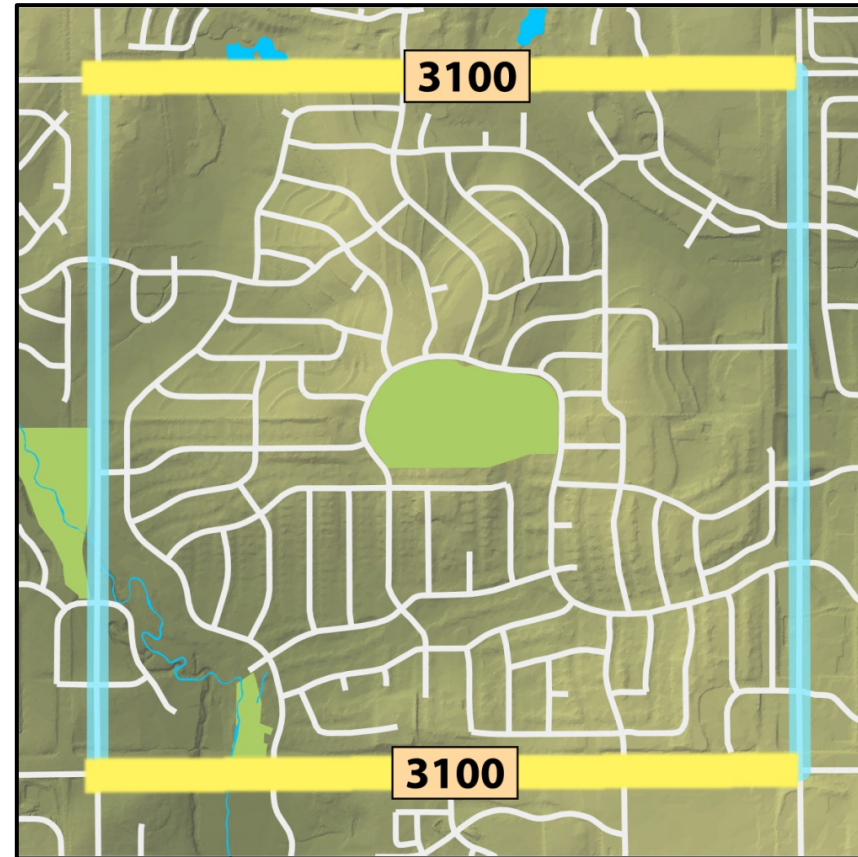
Bike lanes



Redundancy Matters



Hourly capacity = 6,100
(2 lanes roads)

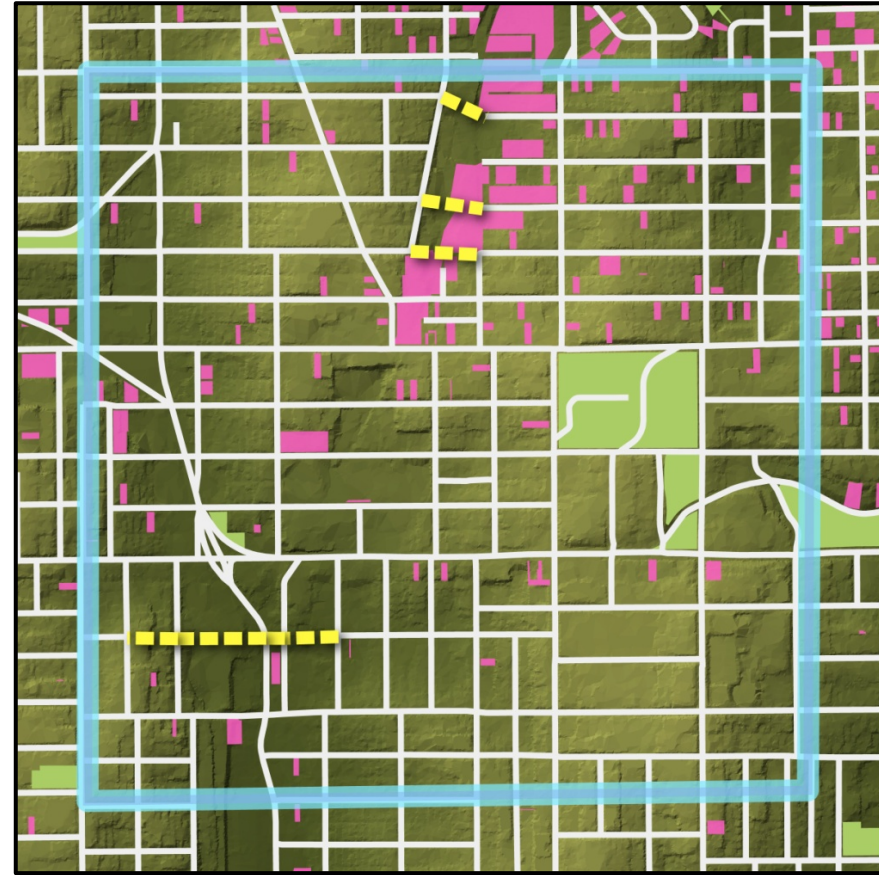


Hourly capacity = 6,200
(9 lane roads)

Connectivity Matters



“Loops and Lollipops”



Classic grid

Parking Matters





There is no “Right” Amount of Parking

- No single answer
- No such thing as set “demand” for parking:
 - Pricing
 - Availability
 - Choices
- Don’t confuse supply and availability
- Parking is effective when it’s **one** piece of the pie

High & Low Traffic Strategies

	<u>Typical Minimum Requirements</u>	<u>'Tailored' Minimum Requirements</u>	<u>Abolish Minimum Requirements</u>	<u>Set Maximum Requirements</u>
Typical Tools	<ul style="list-style-type: none"> Requirement > Average Demand Hide all parking costs 	<ul style="list-style-type: none"> Adjust for: Density Transit Mixed Use 'Park Once' District On-street spaces ...etc. 	<ul style="list-style-type: none"> Market decides Garages funded by parking revenues Manage on-street parking Residential pkg permits allowed by vote 	<ul style="list-style-type: none"> Limit parking to road capacity Manage on-street parking Market rate fees encouraged/ required
City of Houston Examples	Standard Requirements	<ul style="list-style-type: none"> Special Parking Area Market Based Parking District Walkable Places TOD 	<ul style="list-style-type: none"> Downtown EaDo Midtown 	
Traffic	High	←————→		Low
Housing Costs	High	←————→		Low
Pollution	High	←————→		Low

Conclusions

Prioritize Access:

Connect People With What They Need

Measure What's Important:

Jobs, Services, Health

Appreciate Space:

Activity Over Transport



Thank you



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