

The Future of Transportation in Lafayette

How our city can defy the odds
by designing streets for more than just cars

Peter Swift, PE
Swift & Associates
February 4, 2015

I'm Shaping Lafayette!



PlanLafayette.com



Downtown Lafayette **Action Plan**

Prepared by Wallace Roberts & Todd
and Zyscovich Architects, with
Lambert Advisory



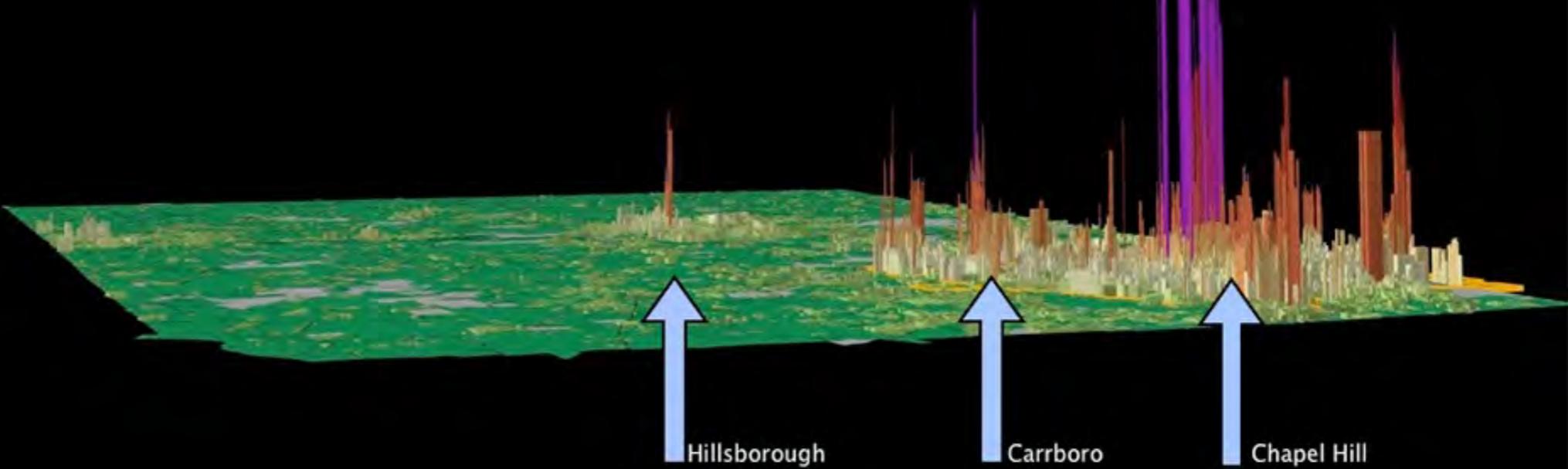
ZYSCOVICH
ARCHITECTS



June 10, 2014

Return on Infrastructure Investment Tool

Urban3
Chapel Hill, NC
Total Value Per Acre



Courtesy Joe Minicozzi (Urban3) and Chuck Marohn (Strong Towns)

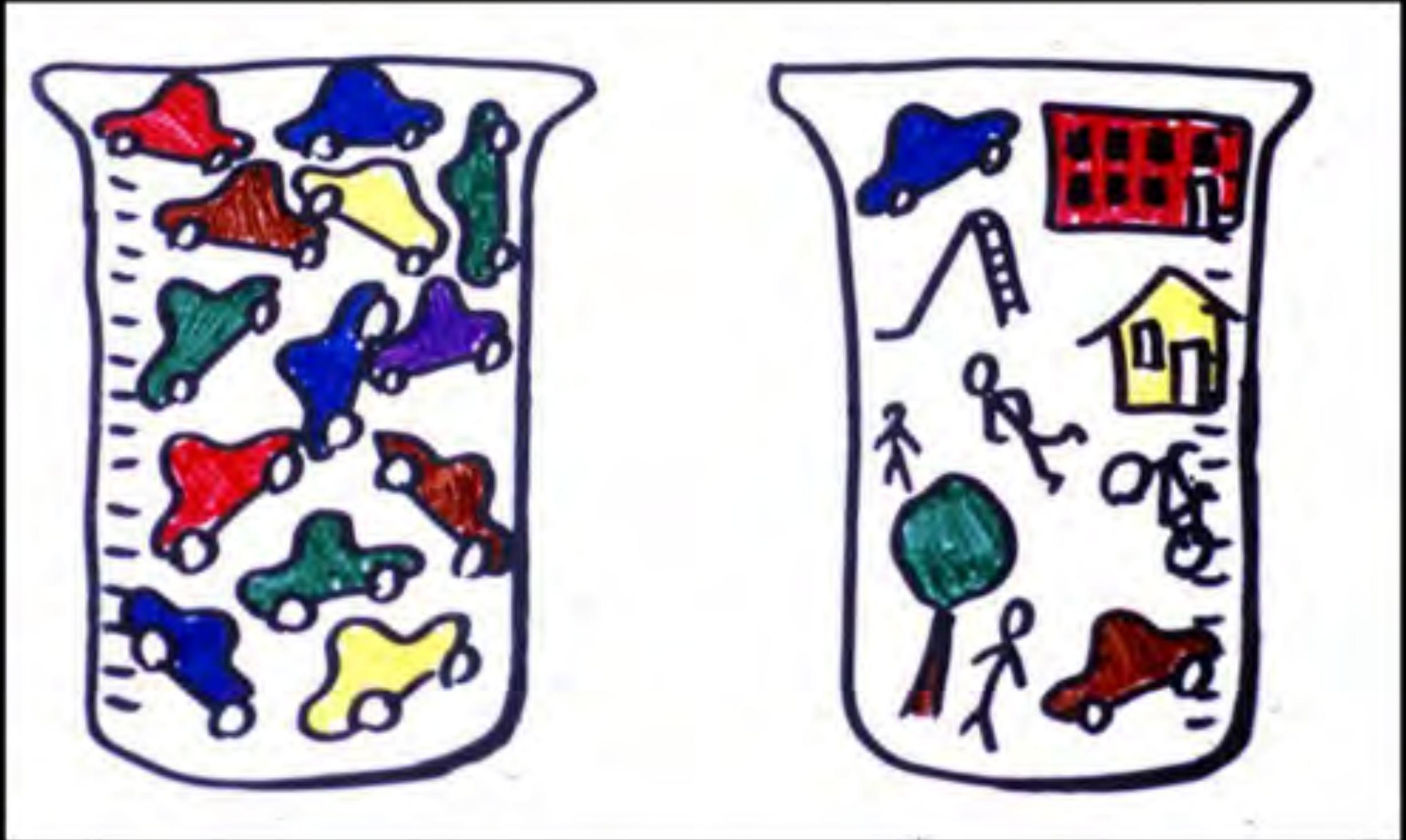
Ben Hamilton Baille



Dan Burden Walkability Workshop



Dan Burden: The Purpose of Streets



Courtesy Dan Burden & Walkable and Livable Communities Institute

Chamber: Revitalize the Region's Core



A Regional Economic Development Initiative Serving the Acadiana Region

ACADIA

JEFFERSON DAVIS

ST. MARTIN

EVANGELINE

LAFAYETTE

ST. MARY

IBERIA

ST. LANDRY

VERMILION

If interested in more information about this Campaign, contact Investor Relations Director Missy Bienvenu Andrade at missy@oneacadiana.org or (337) 408-3652.

Question #1

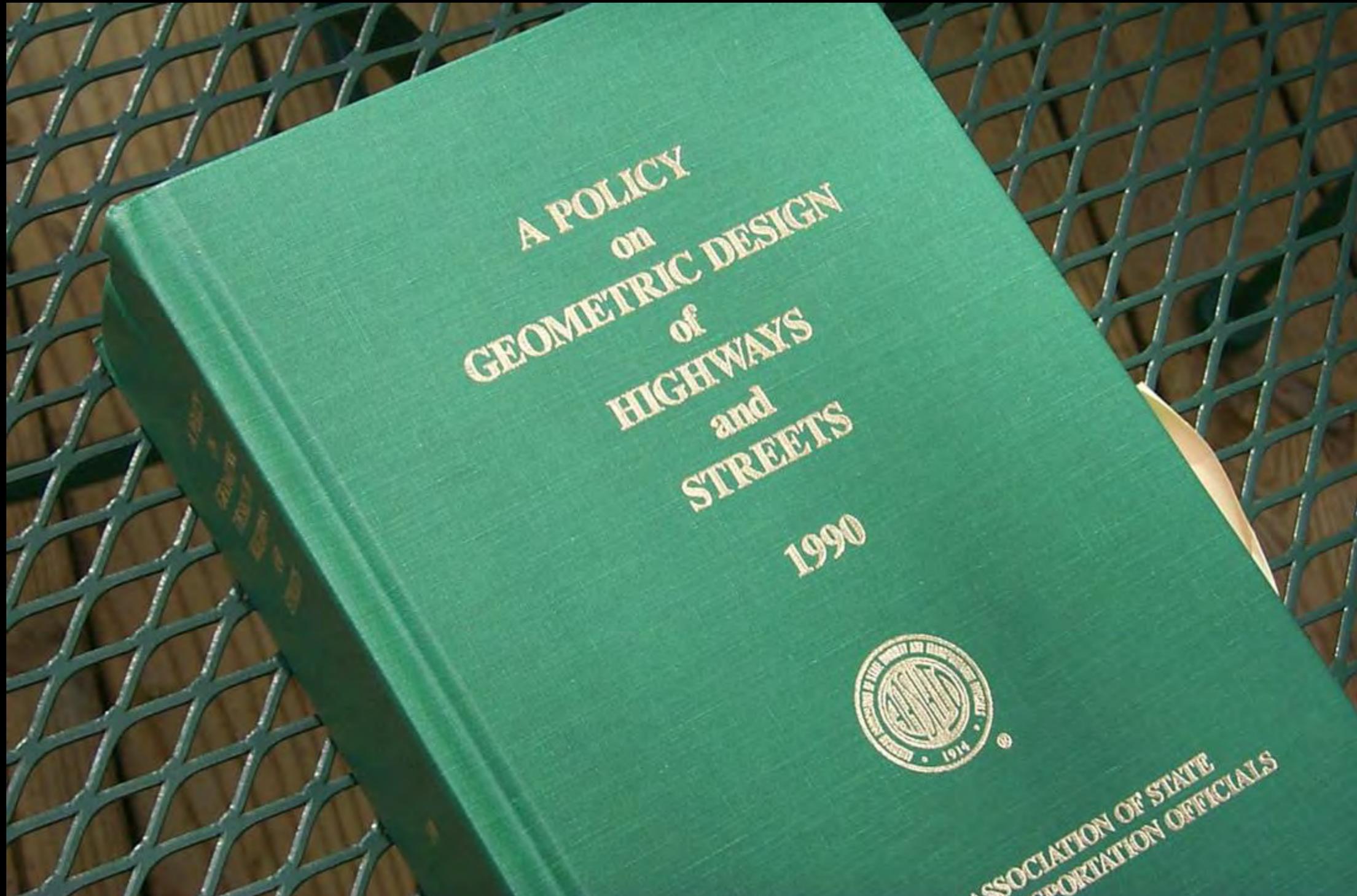
Plan Lafayette: Capacity & Character

Comprehensive Plan Feedback

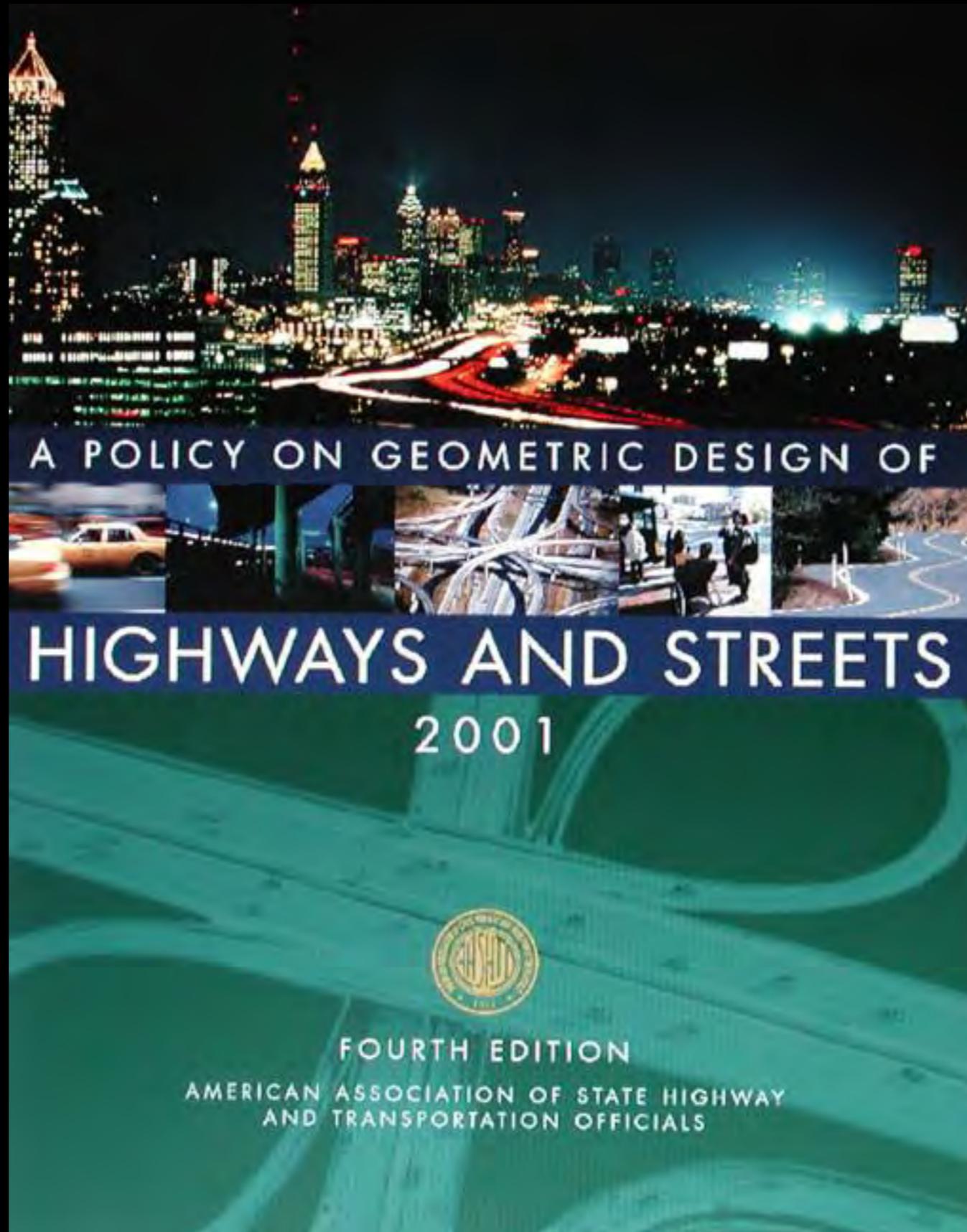


Why?

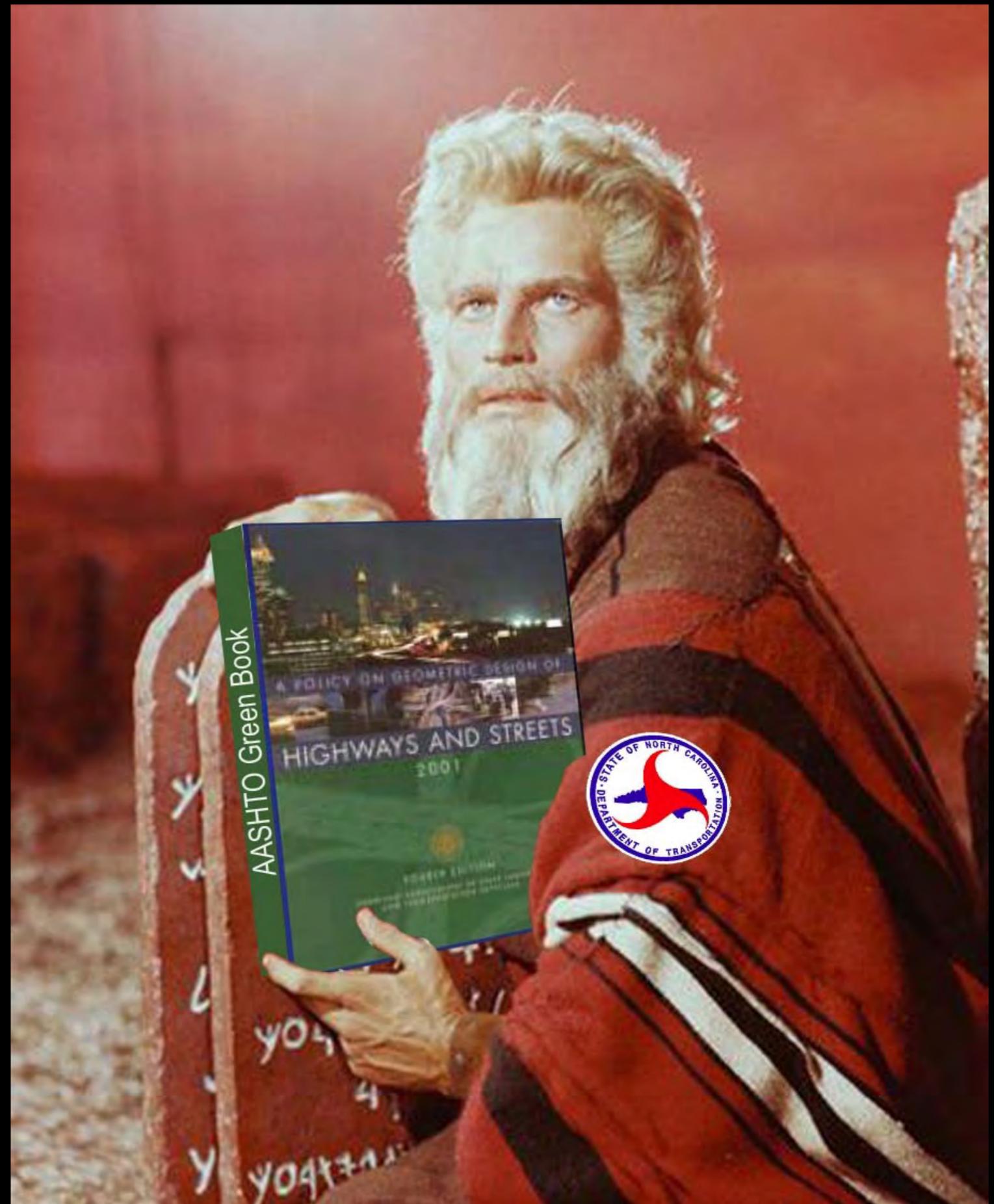
Design Manual History



Design Manual: The Cover Changed, But Not the Focus



Design Manual
is not etched in stone.



Courtesy Joe Minicozzi/Urban3

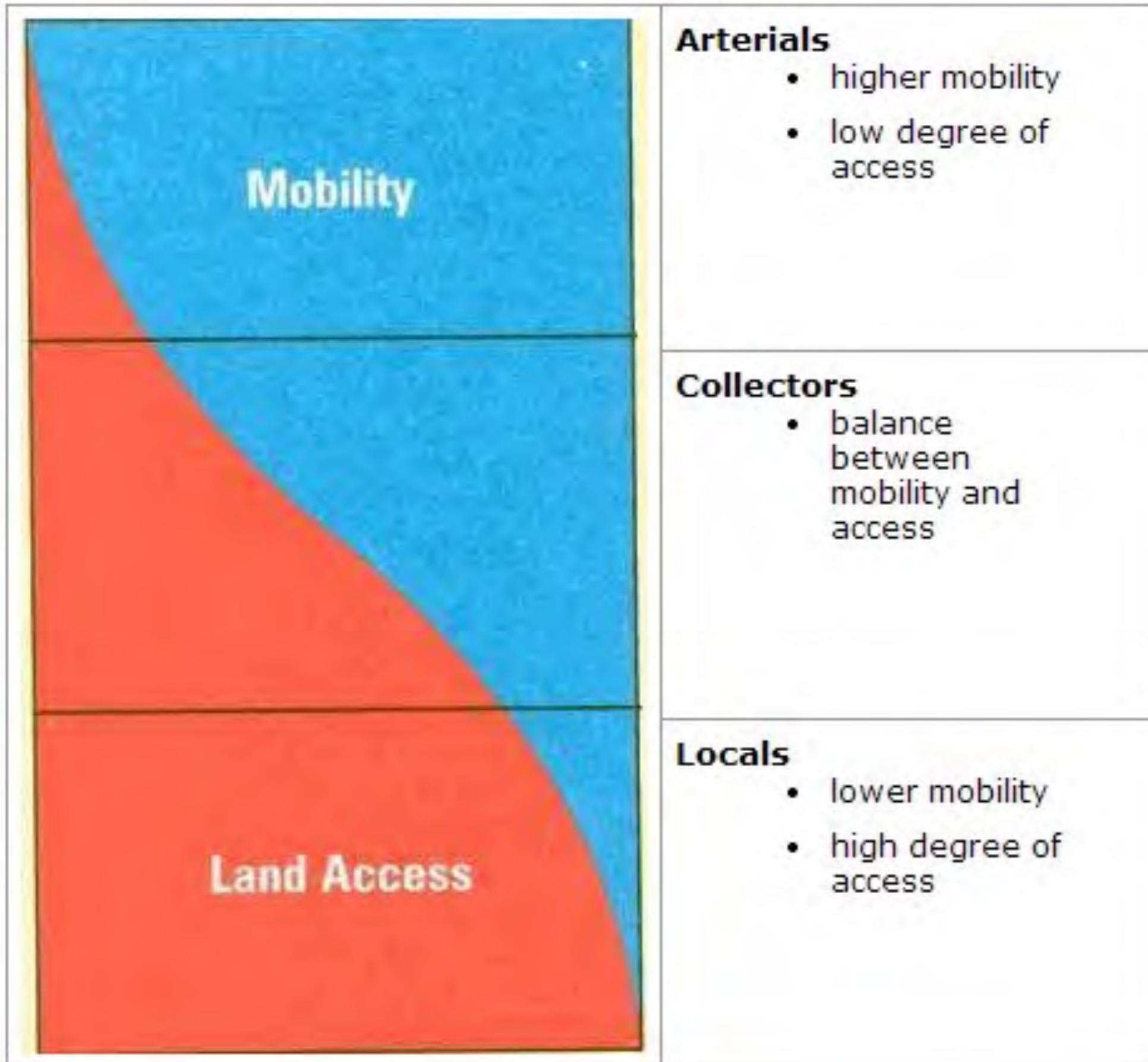
The Landscape is changing



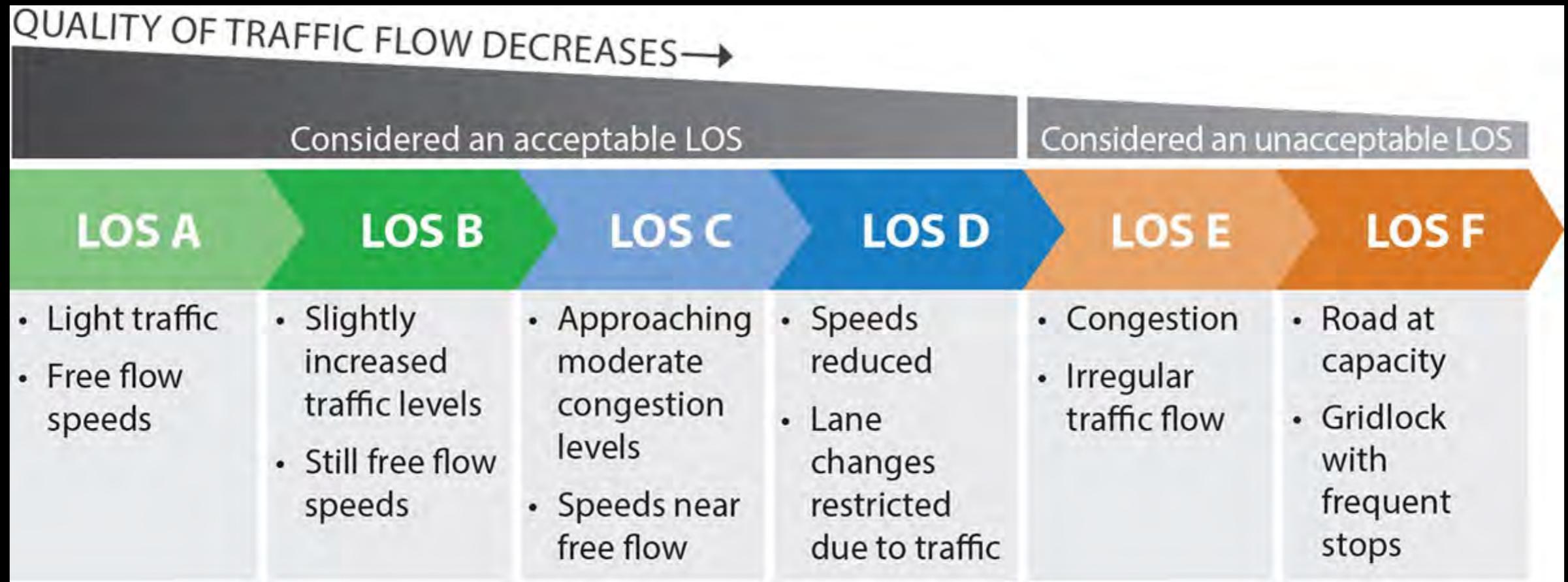
"We've been planning like it's **1975**. In a real sense, our transportation system hasn't caught up with the **21st century**."

Department of Transportation Secretary Anthony Foxx

Functional Classification: Ignores Context & Character



Level of Service: Ignores Context & Character



Arbitrary Distinctions

Level of Service?

C to F



Magazine Street,
New Orleans



Emergency Access



North Robertson Street, New Orleans

What is the Result of Functional Classification & Level of Service Ignoring Context & Character?



Drive-Only

Conventional Suburban Development

EASY

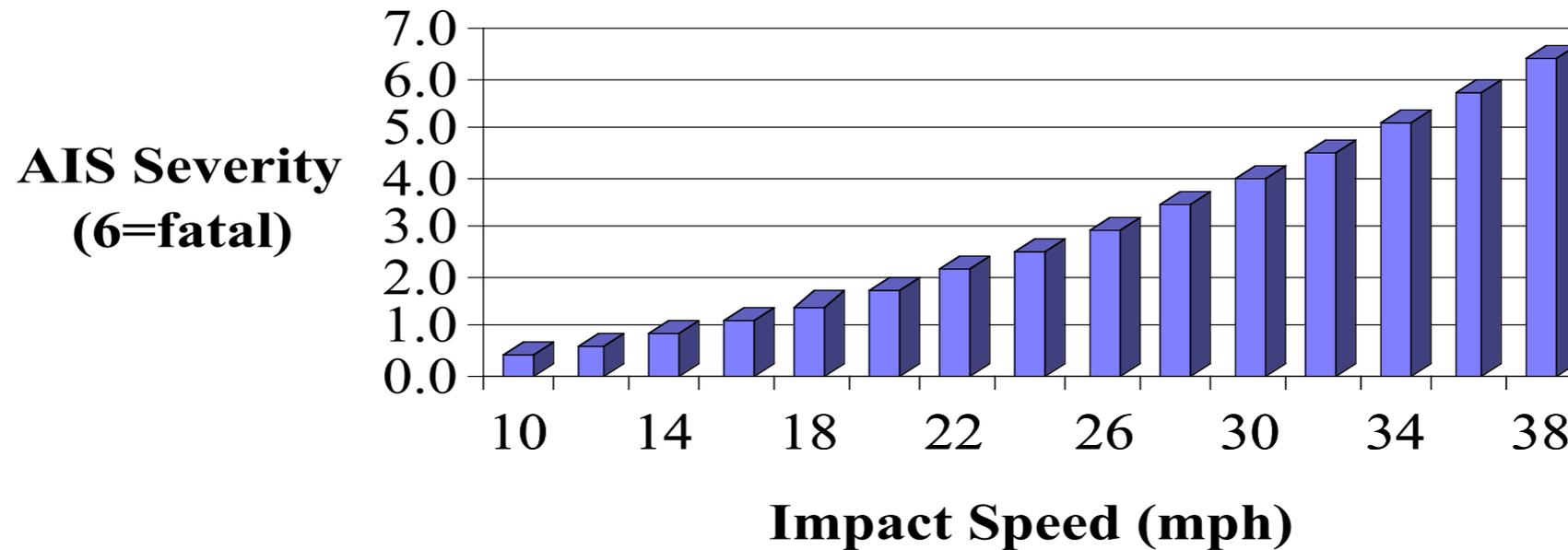


Walk-able, Bike-able, Transit-able,
Drive-able Neighborhood

HARD

The Safety & Noise Consequences: Suburban v. Urban

Impact Speed vs. Pedestrian Injury (impact only)



Courtesy Peter Swift

Bottom Line: Speed Not Only Kills, It Maims & Costs a Lot

The Landscape is changing

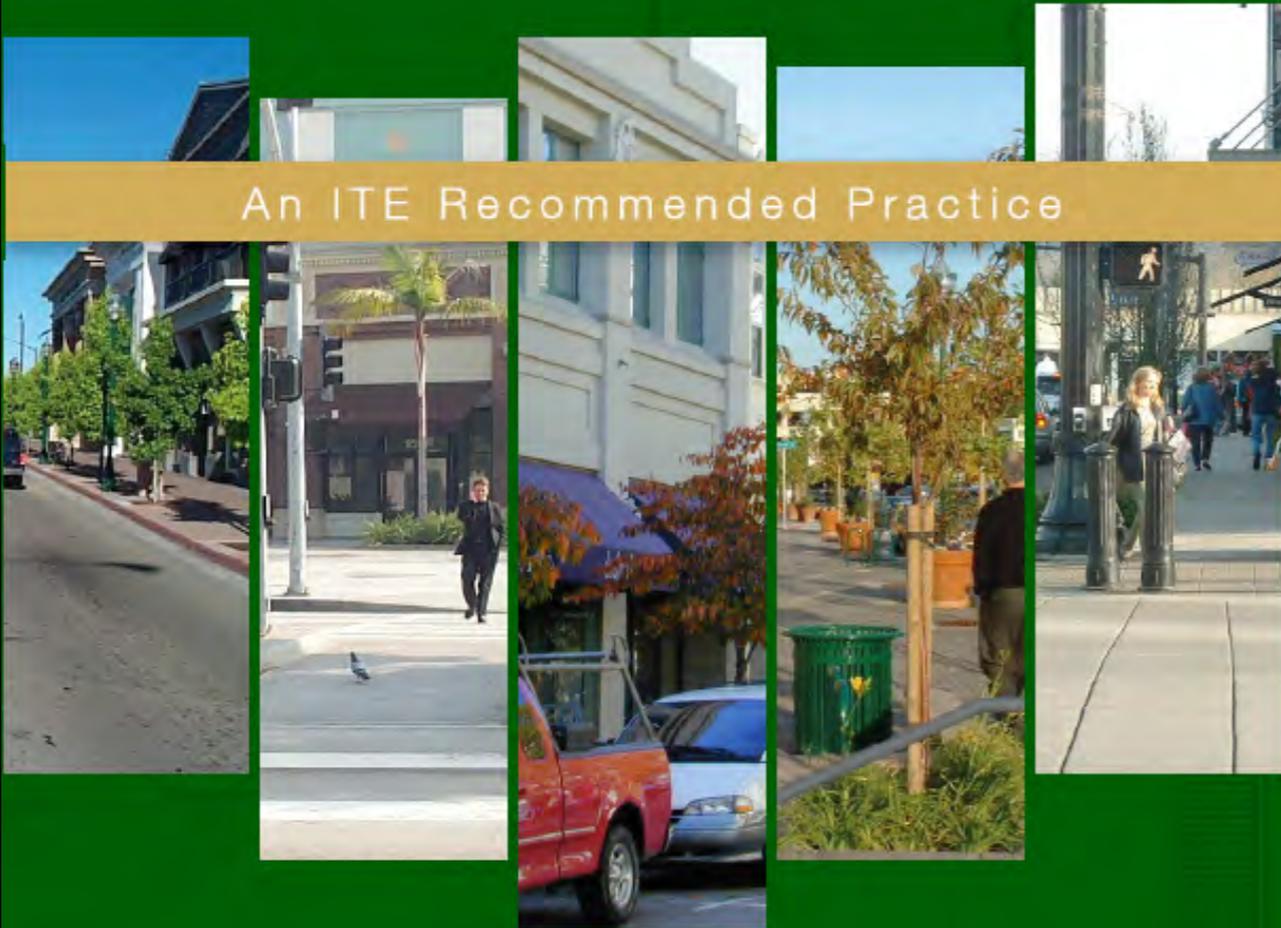
**The California Department of Transportation:
SSTI Assessment and Recommendations**

**State Smart Transportation Initiative
January 2014**

Goodbye Level of Service & Hello Context Sensitive Design

Context Appropriate Thoroughfare Design Manual

An ITE Recommended Practice



Designing Walkable Urban Thoroughfares:
A Context Sensitive Approach



Institute of Transportation Engineers



Urban
NACTO Street
Design
Guide



OVERVIEW

OCTOBER 2012

Question #2

Complete Streets v. Context Sensitive Streets

Complete Street?



Courtesy John Massengale

Complete with Character



Courtesy Michael Mehaffy

Esplanade Avenue, New Orleans

How to Transform with Character



Courtesy Urban Advantage/Steve Price

How to Transform with Character



Courtesy Urban Advantage/Steve Price

How to Transform with Character



Courtesy Urban Advantage/Steve Price

Question #3

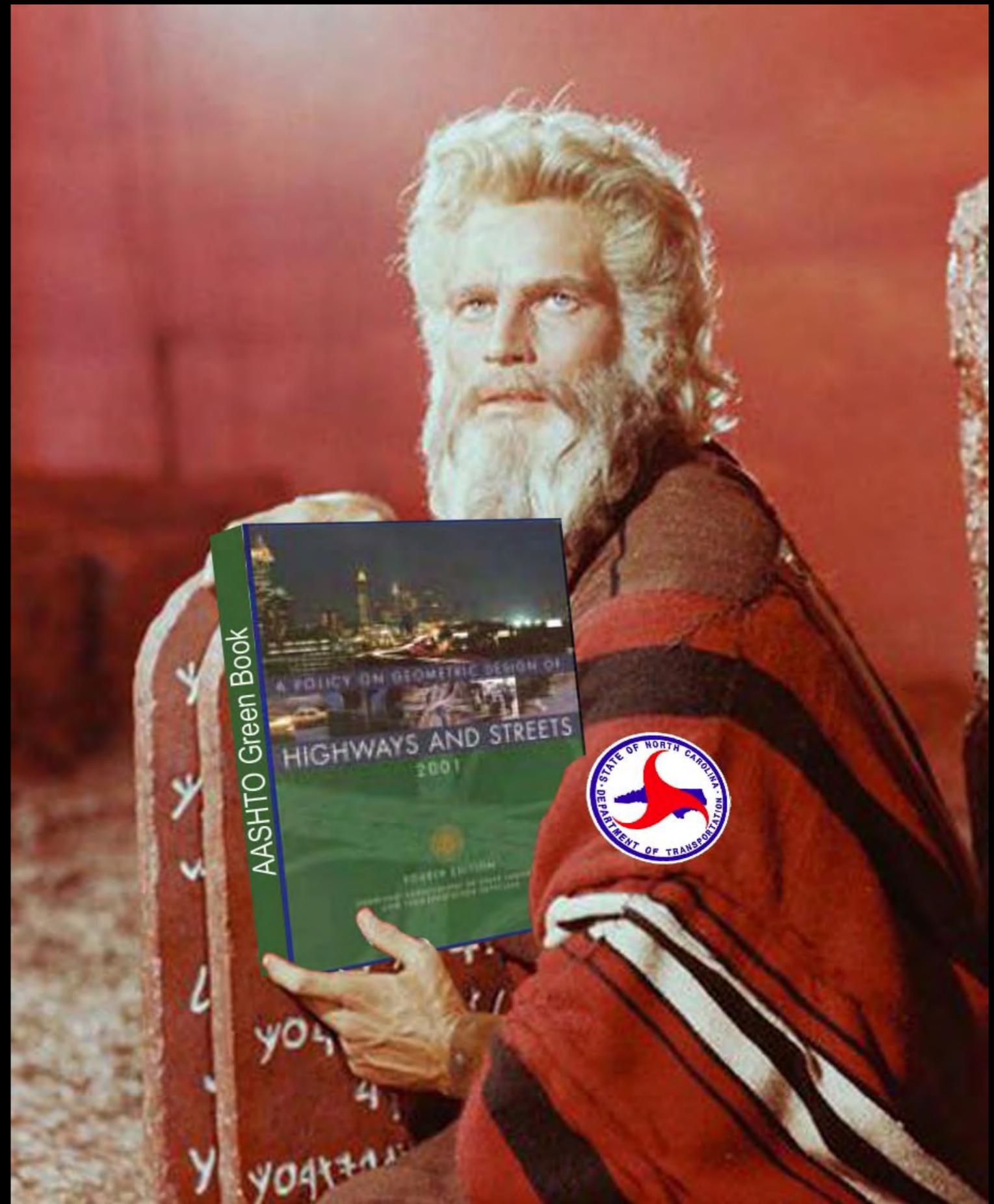
Why haven't more cities changed?

Follow the Money

Money comes with strings/standards attached.



Some think that the standards are etched in stone.





Feeling legal today punk... well do you?



Citizens and politicians simply do not know.

Question #4

So what should we do different?

I'm Shaping Lafayette!



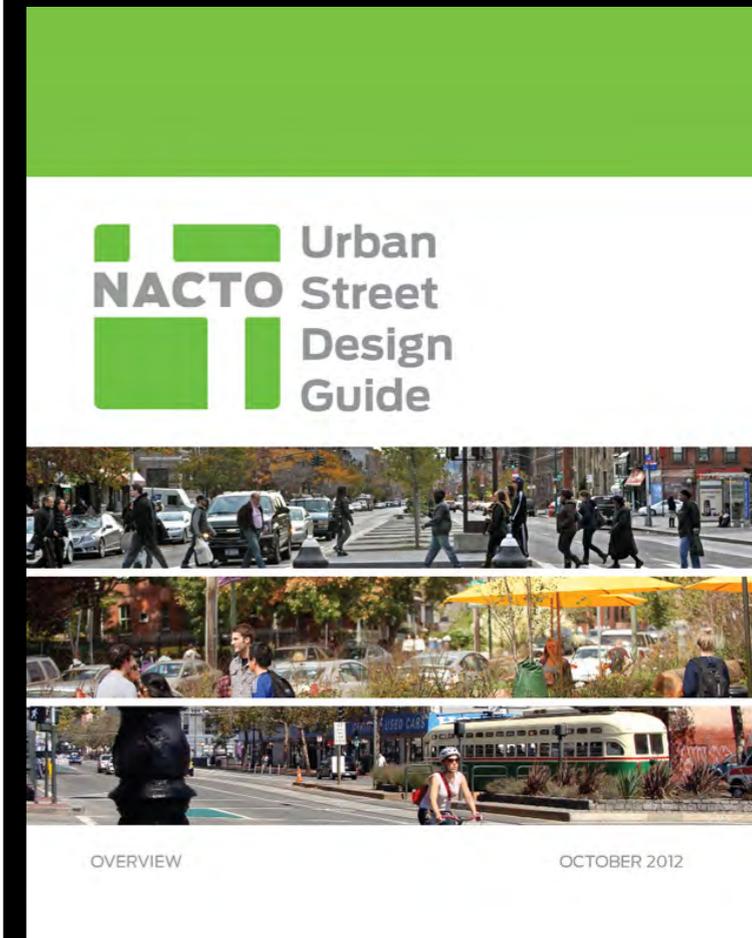
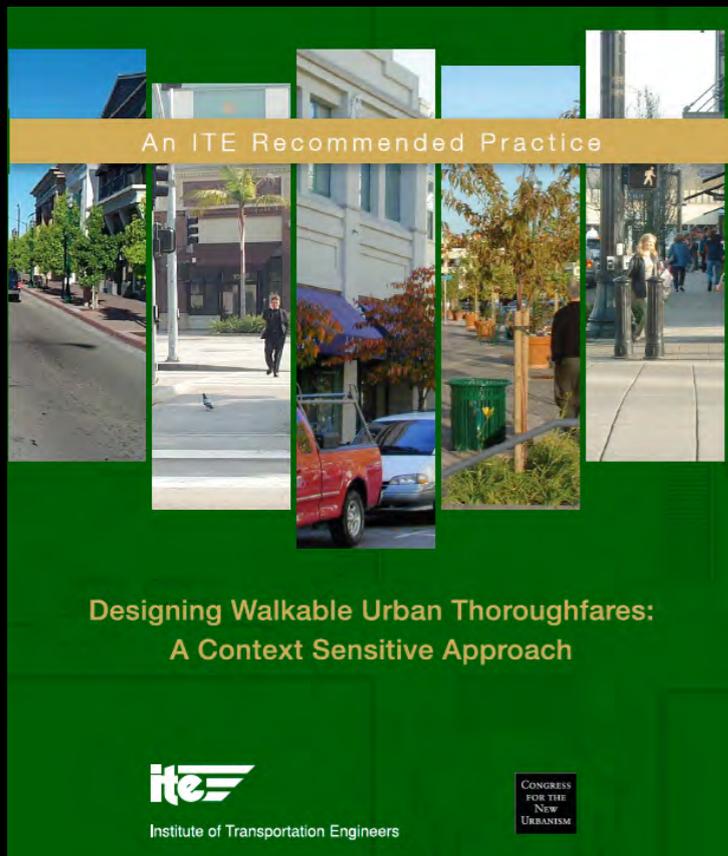
PlanLafayette.com

Have a Vision

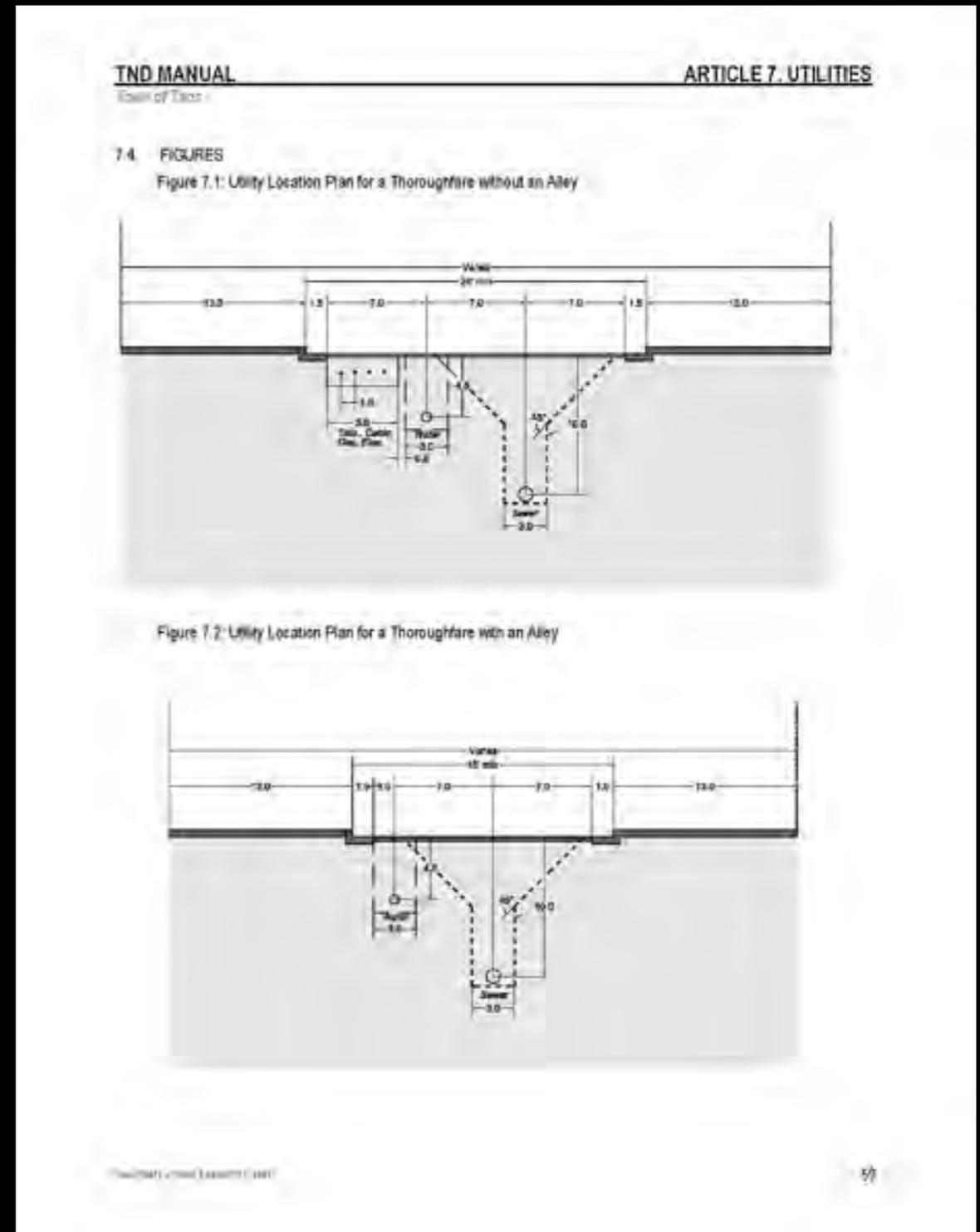
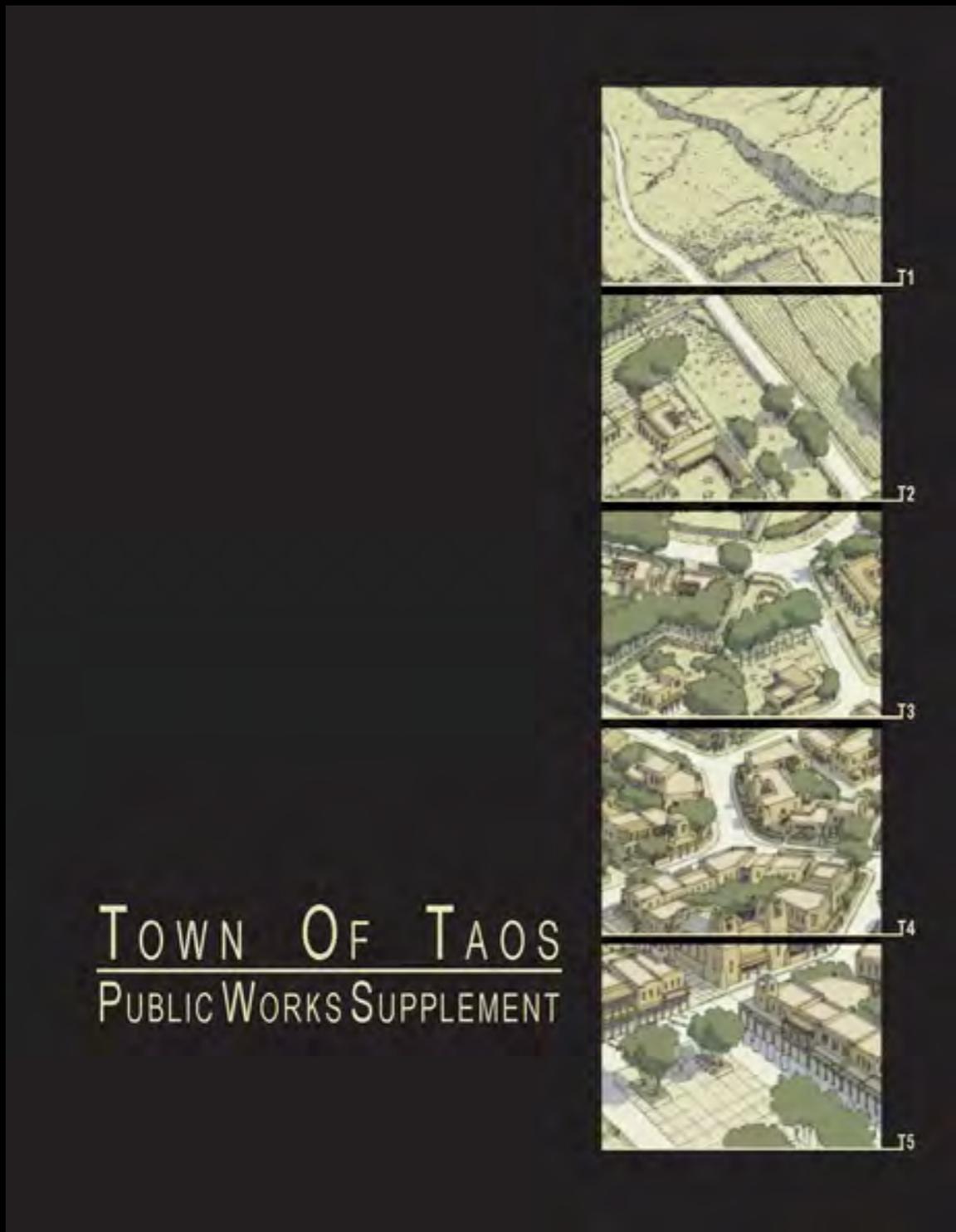
Bring these issues to leaders who can correct the problems.



Protect staff and politicians with new standards adopted by ordinance.

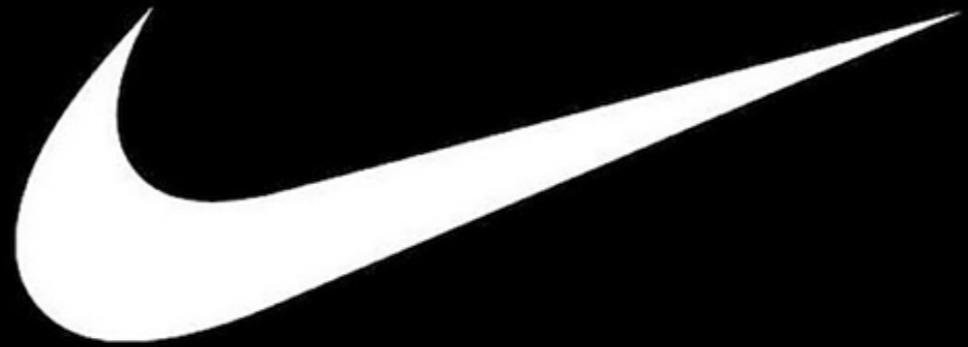


Context Appropriate Public Works Manual



Lighting, trees, rainwater management, utilities, etc.

Pilot Projects



JUST DO IT.

Improve Transit



LUCKILY, THERE'S AN AFFORDABLE ALTERNATIVE.

Chevrolet Cavalier VL Sedan

\$12,998 OR **0%** OR **\$178/mo**

CASH PURCHASE PRICE* INCLUDES FREIGHT AND PDI | FINANCING UP TO 48 MONTHS** | 48 MONTH SMART LEASE*** (DEMANDS YOUR FIRST LEASE PAYMENT*)

\$1,000 Graduate Program If you're a recent or soon-to-be university, college or CEGEP graduate, you can earn an additional \$1,000 off the price of your brand new vehicle.

Features:

- 5-Year/100,000 km Powertrain Warranty
- 2.2 Litre 140 HP ECOTEC Engine
- Dual Front Air Bags
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- 5-Speed Getrag Manual Transmission
- Theft Deterrent System
- Tachometer



CHEVROLET
Oldsmobile



Your Chevrolet Oldsmobile Dealers of BC. gmcanada.com 1-800-GM-DRIVE.

The above lease \$178/mo. based on the purchase at 48-month lease for Cavalier VL Sedan V6. General Motors will pay 50¢/month GMAC lease payment up to \$500 (maximum of applicable taxes). GM will also pay the security deposit. Total obligation is \$10,440. Actual mileage limit 25,000 km. \$0.12 per excess kilometre. *MSRP to purchase at lease rate is \$12,998 plus applicable taxes, license, insurance and PDI not included. Financing on approved GMAC credit only. Up to 48 months. Down payment and/or trade-in may be required. Monthly payment and cost of borrowing will vary depending on amount borrowed and down payment/trade-in. **Down payment without paying off does not apply to purchase financing offer. Purchase financing on approved GMAC credit only. Example: \$12,998 at 0% APR, the monthly payment is \$208.33 for 48 months. Cost of borrowing is \$0. Total obligation is \$10,000. Down payment, trade-in and security deposit may be required. Monthly payment and cost of borrowing will vary depending on amount borrowed and down payment/trade-in. (2) Right Included. License, insurance and taxes not included. ***The lease monthly payment and the GMAC purchase finance rates are not available with and are not calculated on the "Cash Purchase" price shown. The difference between the price for the lease/GMAC purchase finance offer and the "Cash Purchase" price offer is deemed under provincial disclosure laws to be a cost of borrowing, whether or not the above amounts actual interest, and is required to be disclosed as an actual percentage rate which is 7.50%. **Offer applies to vehicles at 2003 MSRP less or alternative makes of vehicles equipped as described. Dealer price if trade-in for vehicles. Offer valid to qualified retail customers in the BC regulatory area only. (3) Other lease offers which may not be combined with other offers. Dealers are free to set individual prices. See your dealer for conditions and details.

You are not stuck in traffic.



You ARE traffic!

Question Your Commute

www.biketoworkblog.com

Congestion Relief = Taking Cars Off the Street



Congestion Relief = Taking Cars Off the Street



Congestion Relief = Taking Cars Off the Street



Take cars off the street by providing other options.



Taking cars off the road works.



Courtesy John Massengale

We can have it all.



Courtesy John Massengale

