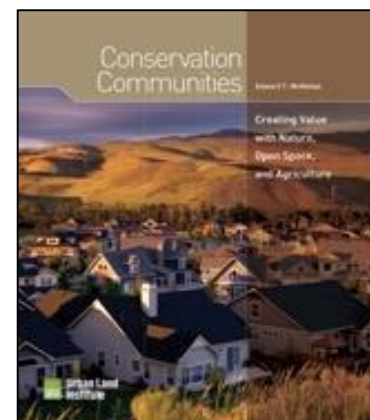


ULI Healthy Corridors National Study Visit Vista Avenue

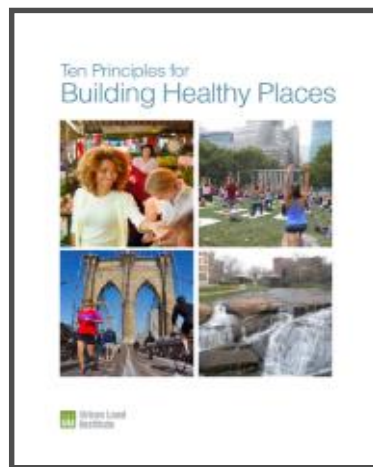
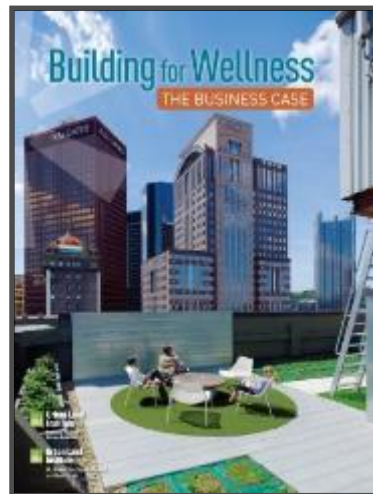
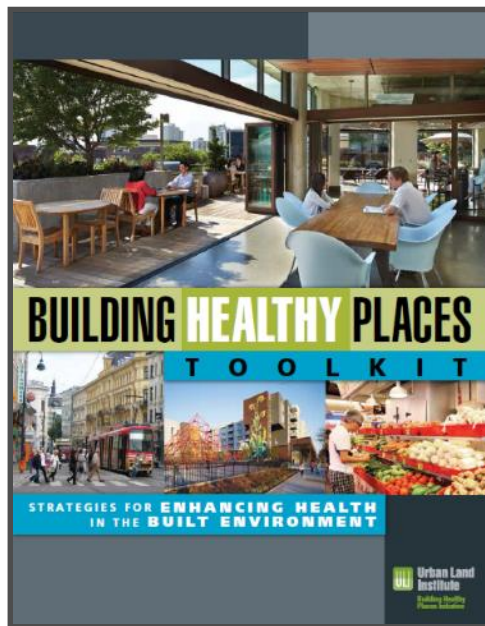


About the Urban Land Institute

- The mission of the Urban Land Institute is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.
- ULI is a member-driven organization with over 37,000 members worldwide



ULI Building Healthy Places Initiative & Rose Center for Public Leadership

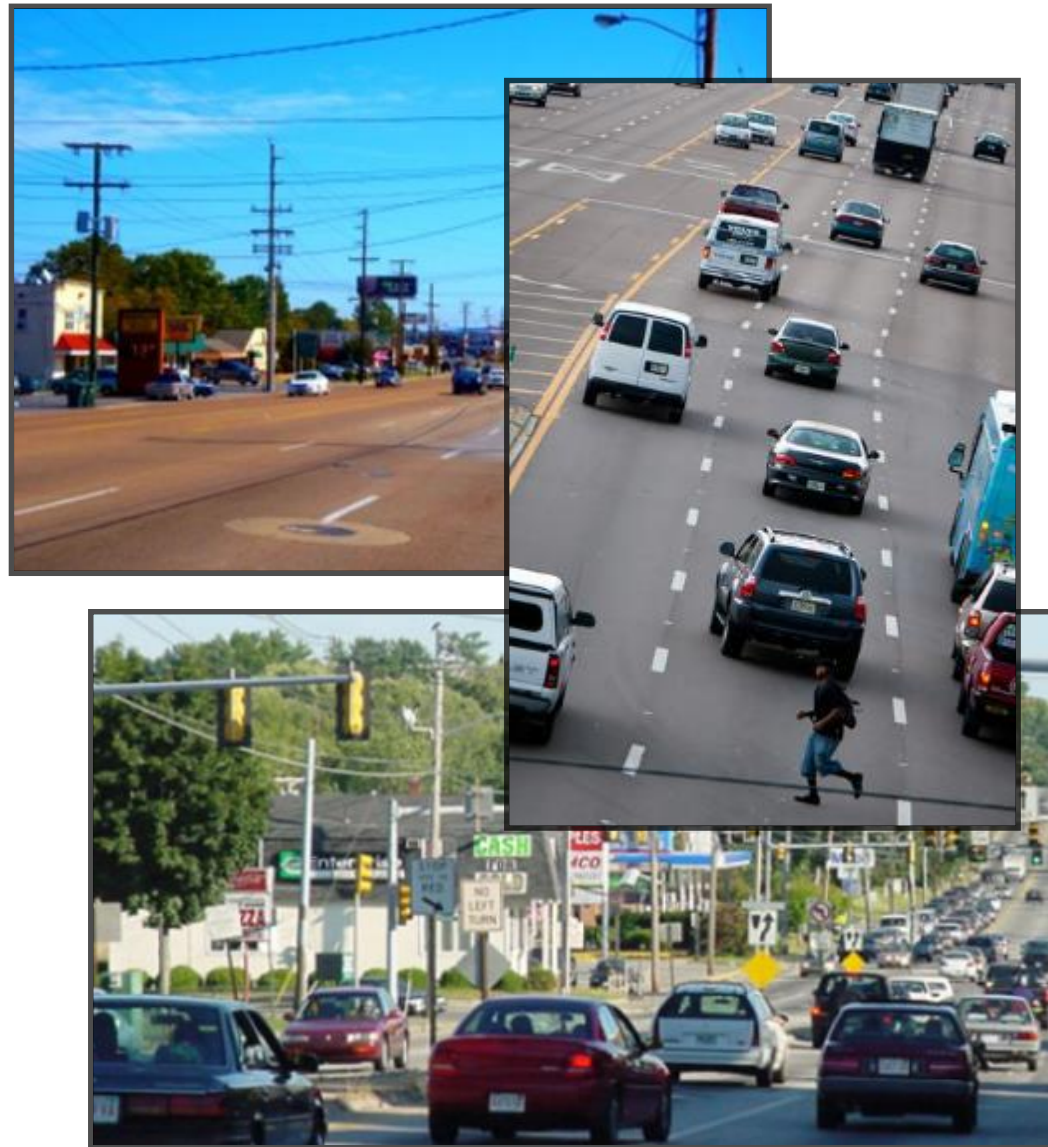


About the Healthy Corridors Project

Across the U.S., communities aspire to become more economically vibrant, equitable, and sustainable places.

Corridors often impede this aspiration:
Can we reinvent them in healthier ways?

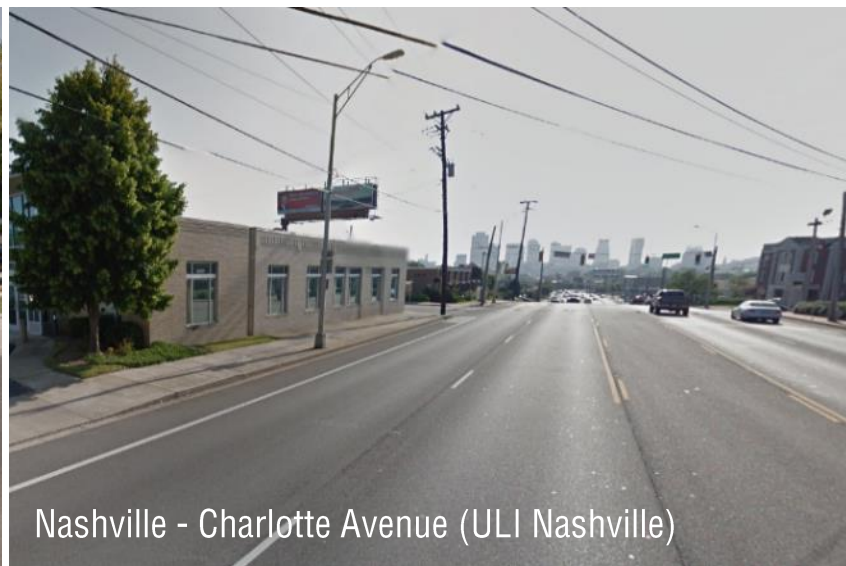
Supported by the Colorado Health Foundation and the Robert Wood Johnson Foundation



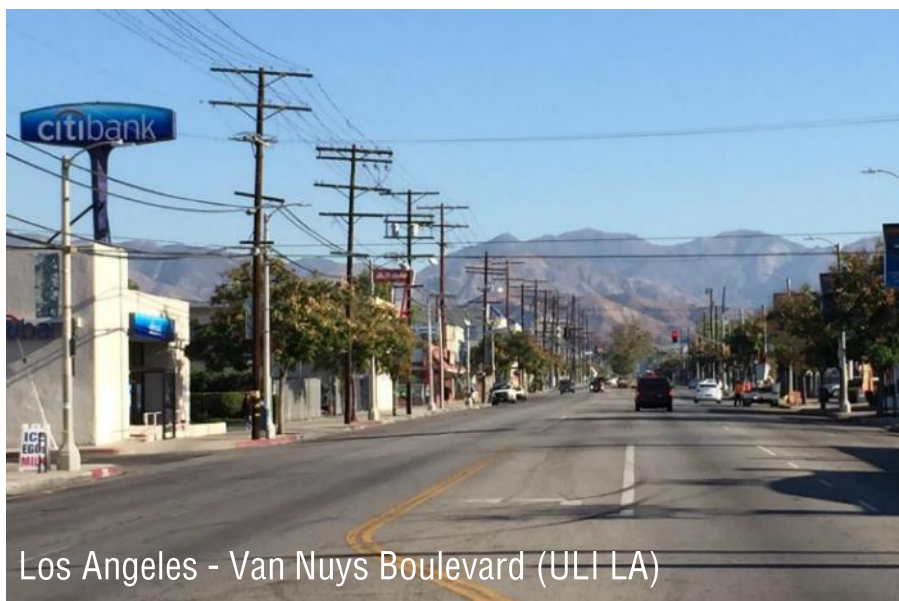
About the Healthy Corridors Project: Demonstration Corridors



Boise – Vista Avenue (ULI Idaho)



Nashville - Charlotte Avenue (ULI Nashville)



Los Angeles - Van Nuys Boulevard (ULI LA)



Denver - Federal Boulevard (ULI Colorado)

About the Healthy Corridors Project: Goals and Outcomes

- Spur equitable health, safety, transportation, and land use improvements along Demonstration Corridors
- Advance a new, healthier vision for corridors and surrounding land uses
- Help nurture and create a new community of practice for “corridor oriented development”



National Study Visit Participants

Chair: **James Moore**, Jacobs Advance Planning Group, Tampa, FL

Patti Clare, Neel-Schaffer, Inc., Louisville, KY

Tracy Kane, Dodson, Parker, Behm & Capparella, PC, Nashville, TN

Stuart Levin, Wake Internal Medicine Consultants & Blue Ridge Corridor Stakeholder Advisory Group, Raleigh, NC

Danny Pleasant, Charlotte Department of Transportation, Charlotte, NC

Michael Wojcik, City of Rochester, Rochester, MN



Local Leadership Group

Chair: **Bob Taunton**, Taunton Group, LLC

Cece Gassner, Boise State University

AnaMarie Guiles, City of Boise

Jim Hansen, Ada County Highway District

Dave Kangas, Vista Neighborhood Association

Rebecca Lemmons, United Way

Ben Quintana, City of Boise/St. Luke's Health System



National Study Visit Assignment

1. How can the Vista corridor public infrastructure be re-configured to improve health & enhance the corridor's function as a gateway?
2. What are key place-making strategies that will create activity and drive on-going re-investment?
3. What are successful processes to create and implement a corridor vision plan?
4. How can corridor programming and improvements be funded or financed?
5. What is the best organizational structure to champion this effort now and over the long haul?

The Study Area

Length of Study Section: 1.7 miles

Average # of Lanes: 4-6 lanes of traffic

Average Vehicle Speed: 35-40 mph

Available Transit Options: Bus, 30 min. headways, 7am–7pm

Bike lanes: 0 miles

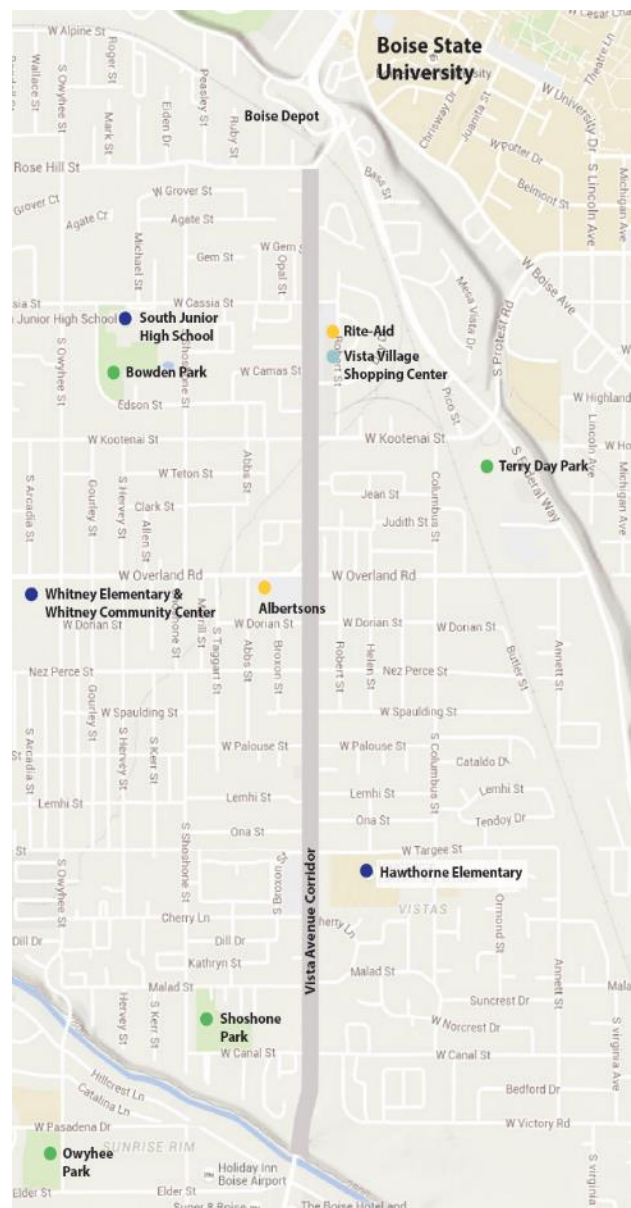
Sidewalks: The corridor has 4' sidewalks adjacent to the street with few sidewalk connections on streets off Vista Avenue preventing a safe, walkable neighborhood

Income Data: Median household income of \$35,551

Safety: Vista Ave carries 23,000 cars a day but only has 7 pedestrian crosswalks; from 2011-2013 there were 249 accidents on the corridor

Land Use: some single-family housing, single story strip commercial, car and tire dealers, auto repair shops, fast food, drive-ins, bars, pawn shops and adult entertainment venues

Distinguishing Features: Vista Avenue acts as a gateway to the city of Boise and connects the airport to I-84, Boise State University, and the downtown



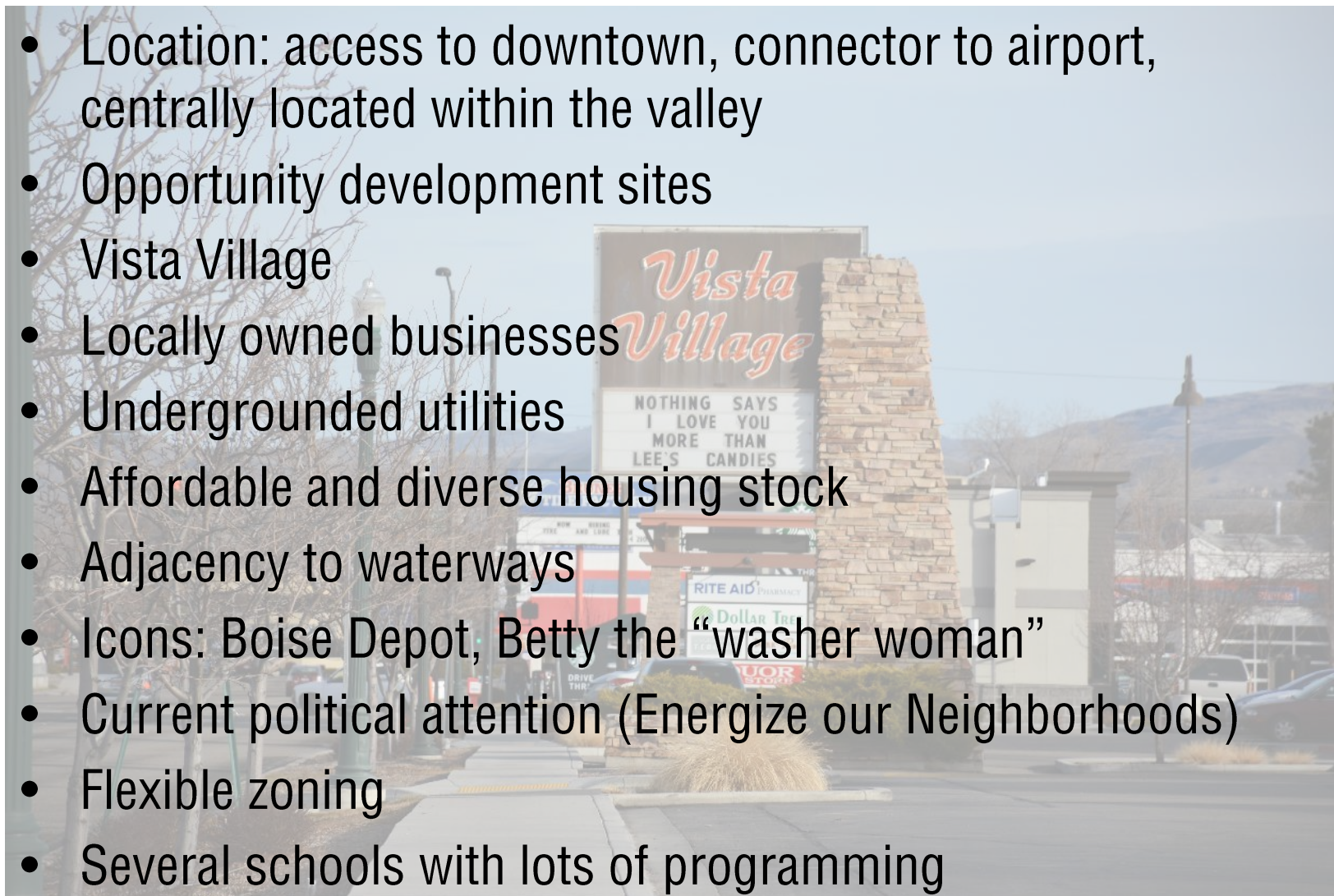
Gateway (n.)

- Something that serves as an entrance, a means of access
- Enables communication between networks that use different communication protocols



Vista Avenue: Assets

- Location: access to downtown, connector to airport, centrally located within the valley
- Opportunity development sites
- Vista Village
- Locally owned businesses
- Undergrounded utilities
- Affordable and diverse housing stock
- Adjacency to waterways
- Icons: Boise Depot, Betty the “washer woman”
- Current political attention (Energize our Neighborhoods)
- Flexible zoning
- Several schools with lots of programming



Vista Avenue: Challenges

- Coordination between land use and transportation agencies
- Multiple jurisdictions control the corridor
- Lack of a unified vision/identity
- No entity feels “ownership” for the corridor
- High traffic speeds
- Lack of safe ped/bike infrastructure (extremely auto oriented)
- Questionable ADA compliance
- Disconnects between:
 - Depot Bench and Vista Neighborhoods
 - Depot Bench and Energize our Neighborhoods
 - City of Boise and ACHD

What is a Healthy Vista Avenue?

- Walkable: including safer crosswalks, wider & more protected sidewalks
- Bike amenities
- Parks and community gathering places
- Sense of community/social capital
- Local businesses
- Maintained diversity/affordability of housing
- Welcome to all populations & cultures
- Focus on local affordable and diverse food options

What needs to be done?

- Infrastructure
- Land Use
- Economic Development
- Culture, Social Connectivity, and Health



What needs to be done?

Infrastructure

- Address **all modes** of transportation safely and comfortably
- Consider converting Vista to one through lane in each direction, center left turn lanes and protected bike lanes.
 - If not acceptable, consider permitting off peak parallel parking if multiple lanes are maintained



Hillsborough Street, Raleigh, NC

What needs to be done? Infrastructure

- Address potential ADA sidewalk liabilities

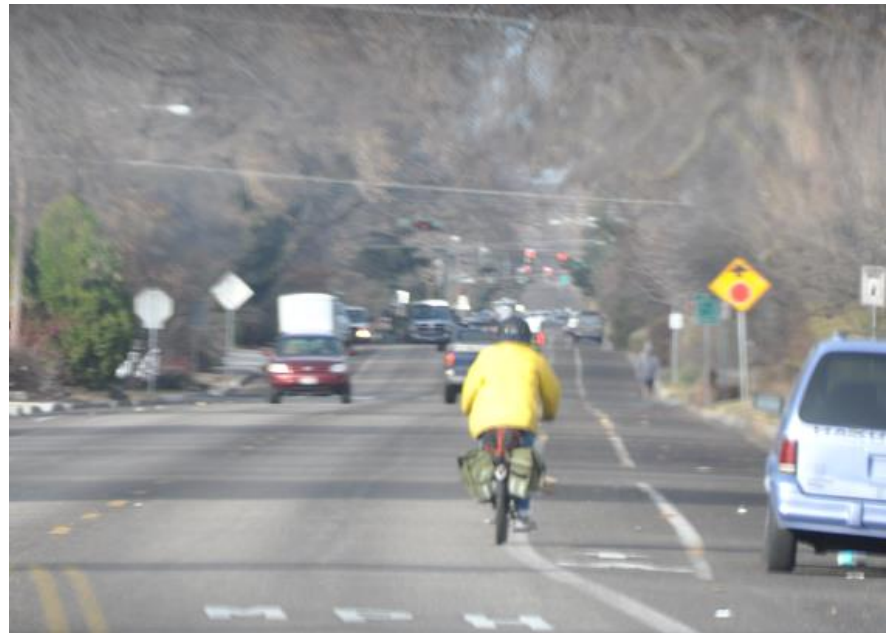


- Devote minimum 12' on each side of street to pedestrian and planting space.

What needs to be done?

Infrastructure

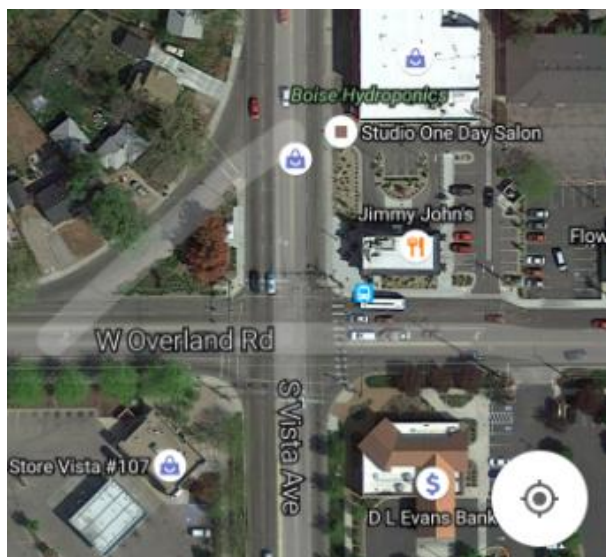
- Center median shared turn lane/tree planting area (35' on center)/pedestrian refuge
- Support bike connections especially to businesses whether lanes are added along Vista or other parallel streets



What needs to be done?

Infrastructure

- Consider adding signals at more intersections, including pedestrian countdown feature
- Prominent and easily identified transit nodes – shelters, benches, schedule displays
- Remove right turn slip lane at the Overland/Vista intersection



What needs to be done?

Land Use

- Mixed use designation
 - Facilitates flexibility in meeting market demand



• appropriate placement, massing and configuration of buildings supporting street level activity;

• public gathering spaces;

• and a distinct sense of place

Streetscape

Streetscape

Streetscape

The Vision



What needs to be done?

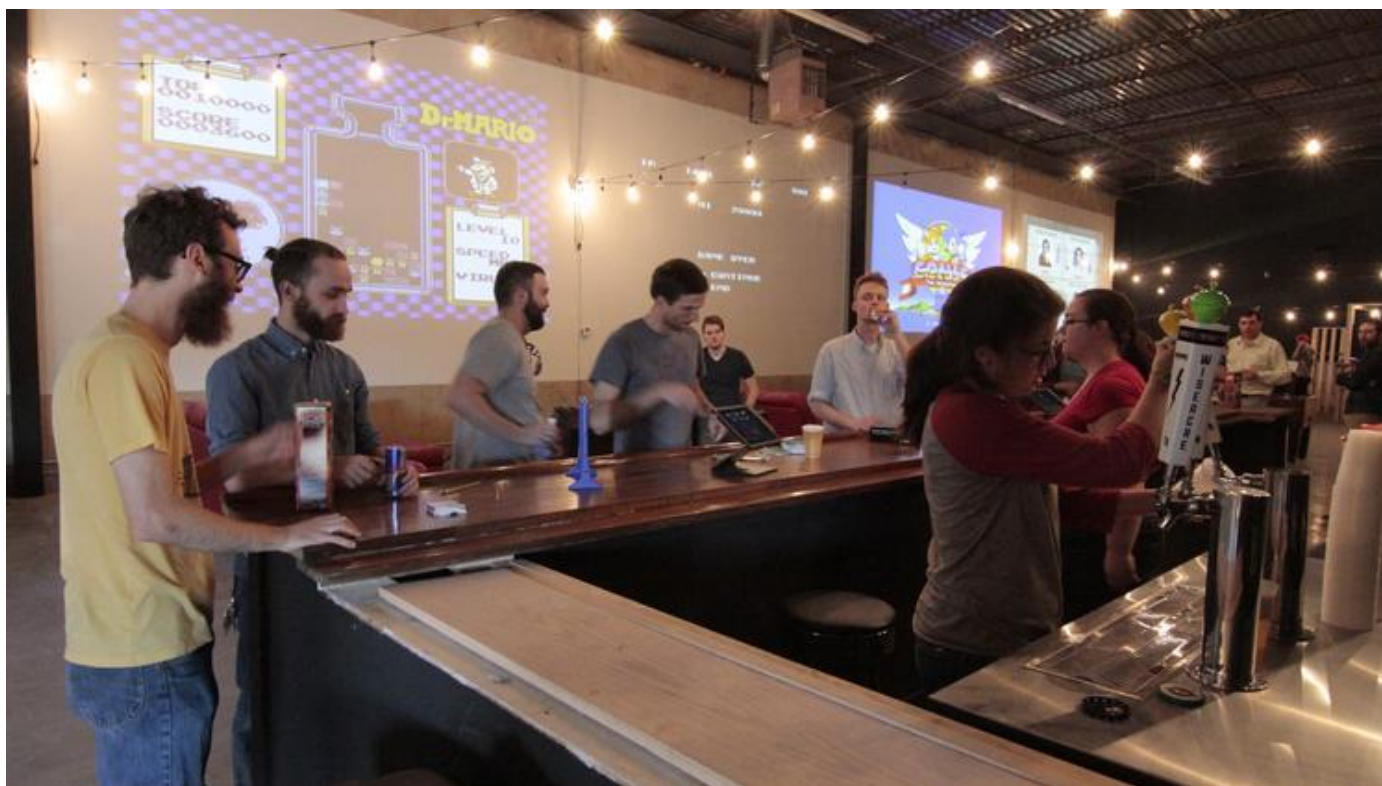
Land Use

- District parking strategies/shared parking
 - Optimizes parking as a resource
 - Encourages complementary use patterns
 - Facilitates access management
 - Improves safety and traffic flow



What needs to be done? Economic Development

- Support local businesses, such as ethnic restaurants, through strategies such as façade grants & low interest loans



What needs to be done? Economic Development

- Promote redevelopment of existing buildings to support affordability and sustainability



What needs to be done? Economic Development

- Develop infill prototypes to demonstrate potential reuse of typical lot types (25 foot lots and zero setbacks, etc.)



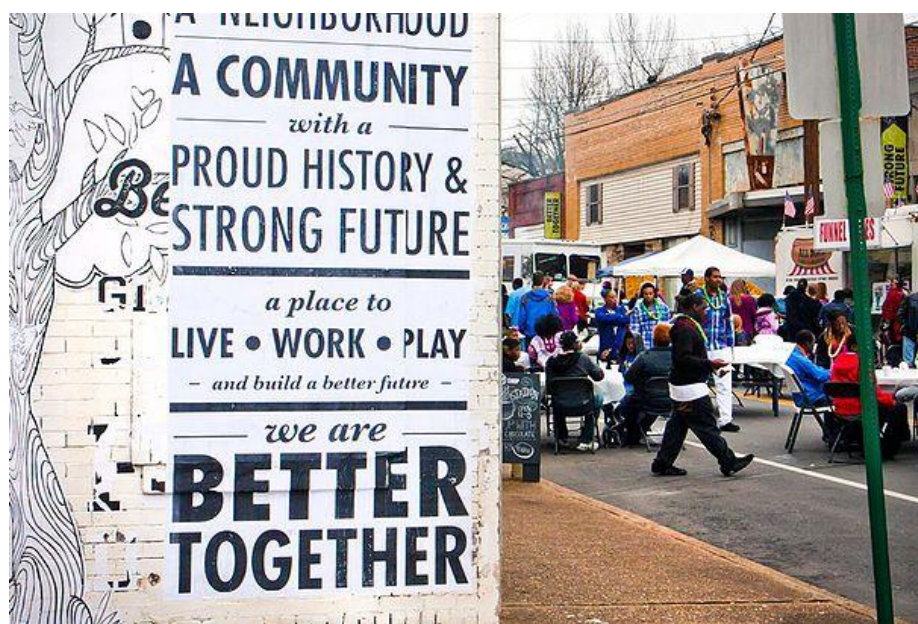
What needs to be done? Culture, Social Connectivity, and Health

- Embracing an “Identity”
 - Use placemaking to build identity and ownership
 - Embrace international culture
 - Marketing the “international district” for immigrant-owned restaurants
 - Programs in existing parks
 - “Brooklyn” of Idaho: the new creative district



What needs to be done? Culture, Social Connectivity, and Health

- Tactical Urbanism
 - Walkable signs, pop-ups, parklets, public art
 - Demonstrate corridor walkability
 - Weekend beautification projects



What needs to be done? Culture, Social Connectivity, and Health

- Building Social Capital
 - Community garden
 - Work with refugee communities
 - Engage schools (reach to immigrants, seniors, special needs populations)
 - Engage local artists to create long-term art projects
 - Focus public art projects in the “gateway” areas and central nodes to reinforce identity and community bonds



What needs to be done?

Culture, Social Connectivity, and Health

- Relationship Building and Neighborhood Partnerships
 - Between Depot Bench Neighborhood Association, Energize Vista, and local businesses
 - Partner on local events/pop-ups in existing spaces
 - Support formation of a business association for local businesses



What is the process?

- Establish Vista Avenue executive steering committee through inter-agency agreement
- Conduct an objective assessment of the corridor district
- Develop a unified vision to help prioritize opportunities
 - Coordination between city, Energize initiative, Depot Bench, ACHD, etc.
- Ensure appropriate staffing
 - Hire an individual with responsibility for Vista
- Evaluate potential funding sources
 - Federal, state, regional, local, philanthropy
- Establish an implementation program

What needs to be done?

Infrastructure

- ACHD Mission, Vision, and Priorities

Vision

Leading transportation innovation – Investing in communities.

Mission

We drive quality transportation for all Ada County – Anytime, Anywhere!

Our Priorities

Serve as the criteria for judging every choice we make going forward.

1. Our People - our competitive edge in the workplace is the source of our strength.
2. Effective and efficient execution
3. Leaders in technology, design, and innovation
4. Safety throughout the District for its employees and citizens

Case Study: Uptown District, Rochester, MN



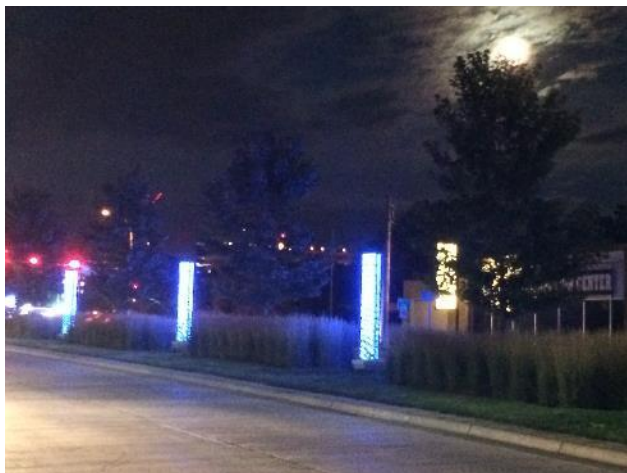
Case Study: Uptown District, Rochester, MN



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Case Study: Uptown District, Rochester, MN



Discussion, Comments, and Questions

