

2012 Transportation Summit

Highways to Boulevards Working Group

The emphasis on building overdesigned roads and highways is a major barrier to implementing new urbanist transportation policies. The Highways-to-Boulevards working group will select key issues to critique in the standard transportation review process for highway reconstruction and in transportation funding decisions and professional practices.

The Highways group will also evaluate a new case study in urban freeway removal - Long Beach's Shoreline Drive. Some city stakeholders see Shoreline Drive as a major barrier between the city and its waterfront. The Drive is also where the annual Grand Prix race cruises through the city. The working group will examine how we can convert the Drive into a multi-modal street with better connections for all users while preserving its iconic character.

Using the selected issues and opportunities in the standard transportation review/financing process, CNU will release two white papers to share with policy makers and standards-setting organizations over the next year. In addition, CNU will release the visioning document at a panel presentation with John Norquist in Long Beach a few months after the event.

We will accomplish at the following at the 2012 Summit:

1. Select key issues to critique in the standard transportation review process for highway reconstruction,
2. Select key opportunities in the transportation funding process for highway removal/boulevard retrofit,
3. Assemble a preliminary conceptual study of Shoreline Drive, relating a possible multimodal vision to its history, context, and urban freeway removal precedents.

Our end products include:

1. Release two reviews of the standard transportation process on highway reconstruction aimed at decision-makers and standard-setting organizations (funding provided by Ford Foundation).
2. Release a preliminary conceptual study of Shoreline Drive and its possible multimodal future.

Participants (as of September 5, 2012)

- Michael Bohn
- Caitlin Ghoshal
- Roy Gilyard
- Billy Hattaway
- Christen Hutton
- John Massengale
- Chris Morfas
- David Sargent
- Ed Shadid
- Ryan Snyder
- Austin Sos
- Brian Ulaszewski
- Paul Zykofsky

Agenda

Sunday, September 9

2:45-4:15pm – Discuss key issues in the transportation review and financing process that affects how removal projects are prioritized and implemented. Select key issues in the review process for critique and to highlight as opportunities.

Monday, September 10

9:00am-10:00am – Review progress since yesterday and identify a timeline to release two reviews and suggestions for consultants (critique and review of opportunities).

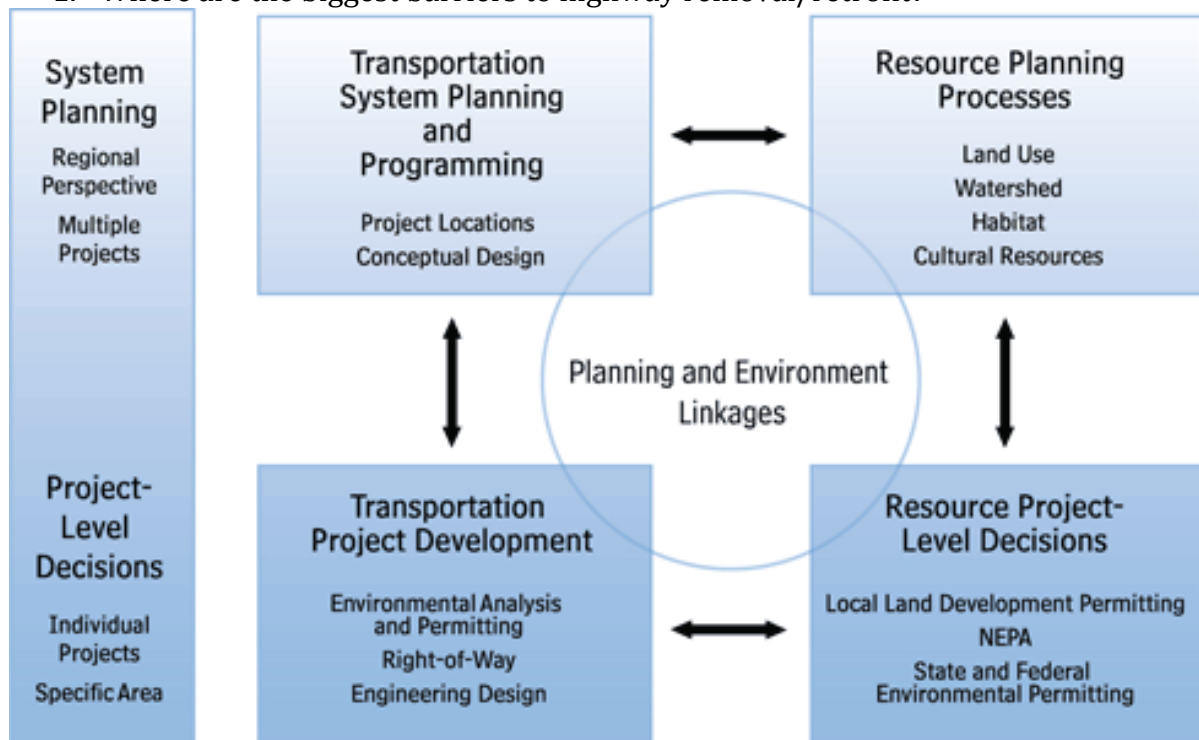
10:00am-12:00pm – [TENTATIVE] After a brief 20-minute presentation on the history and context of Shoreline Drive, the working group will meet with stakeholders and will view the Shoreline Drive's current conditions.

1:00pm-3:00pm – The working group will consider a multi-modal vision for Shoreline Drive and will develop suggested guiding principles for future Shoreline Drive improvements. The session will end with participants identifying components (and their post-event commitment) for the final visioning document.

Supplementary Information: Objective One

The Ford Foundation has provided CNU grant-funding to work with consultants and release two white papers aimed at decision-makers and standard-setting organizations. The Summit working group will select key issues to critique and key opportunities to highlight in the standard transportation review process for highway reconstruction. The issues selected by participants will inform the consultants' work over the next year. The following graphics supplement questions the group will consider in identifying issue areas:

1. Where are the biggest barriers to highway removal/retrofit?



2. Where can removal/retrofit be placed on an equal or higher priority in the transportation process?



3. Which policy-makers and standard-setting organizations should receive the white papers? And, how and when will CNU members communicate our findings to these stakeholders?

	Who Develops?	Who Approves?	Time Horizon	Content	Update Requirements
UPWP	MPO	MPO	1 or 2 Years	Planning Studies and Tasks	Annually
MTP	MPO	MPO	20 Years	Future Goals, Strategies, and Projects	Every 5 Years 4 years for nonattainment and maintenance areas
TIP	MPO	MPO/ Governor	4 Years	Transportation Investments	Every 4 Years
LRSTP	State DOT	State DOT	20 Years	Future Goals, Strategies, and Projects	Not Specified
STIP	State DOT	US DOT	4 Years	Transportation Investments	Every 4 Years

Supplementary Information: Objective Two

The group will consider the following questions in order to assemble a preliminary conceptual study of Shoreline Drive:

1. Given Shoreline Drive's current context and conditions, is Shoreline Drive a good candidate for retrofit?
2. How does Long Beach's history and environment inform a Shoreline Drive retrofit?
3. Can we draw any comparisons between CNU's Model Cities and Shoreline Drive? What can we learn from Model Cities that could influence stakeholders to support a retrofit project?
4. What principles should guide a Shoreline Drive retrofit project?
5. What volunteer opportunities are available to complete the study?



To prepare for the working group conversation, please view the following resources and consider the images contained in the supplementary PDF.

1. Highway Removal Model Cities: <http://www.cnu.org/highways>
2. History of Long Beach: <http://downtownlongbeach.org/history>
3. 710 Expansion Debate: <http://laforum.org/content/issues-newsletters/the-life-and-death-of-great-american-freeways-the-710-case-study> and <http://www.metro.net/projects/i-710-corridor-project/>
4. Major Stakeholders:
 - a. Aquarium of the Pacific: <http://www.aquariumofpacific.org/>
 - b. Downtown Long Beach Associates: <http://downtownlongbeach.org>
 - c. Long Beach Convention Center: <http://www.longbeachcc.com/>
 - d. Long Beach Grand Prix: <http://www.gplb.com/index.html>