Community Design & Transportation (CDT) Program

A Manual of Best Practices for Integrating Transportation & Land Use

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Rail~Volution 2005
Covered Today

- Background: VTA & CDT Program
- Current & Future Uses
- Visioning
What VTA Does

- Transit Planning
- Countywide Transportation Planning
- Transit Operations
- Highway Planning & Construction
- Commuter Rail Service
- Local Transportation Ballot Measure Programs
- Transportation Programming
- Regional Transportation Partnerships
- Congestion Management Agency
- Transportation / Land Use Integration
CDT Background

• Developing a comprehensive program to integrate transportation & land use was a principal goal of VTA

• Created to promote policies, programs projects, and practices that better integrate transportation and land use planning, and to help transfer that integrated planning into projects
CDT Development

- Vision - clear statements of purpose and need
- Worked closely with local government staff and elected officials
- Established an Advisory Committee of planning and public works directors
- Conducted tailored presentations to City Councils & Committees
  - Phase 1: the development of the program & manual
  - Phase 2: the endorsement process
Adoption & Endorsement

**CDT Program**

- Adopted by VTA as its primary program to integrate transportation and land use
- Endorsed by all local governments in Santa Clara County (15 cities + County)
CDT Program - Goals

- Improve partnerships with local agencies
- Stimulate changes in policies and practices through advocacy and incentives
- Better integrate transportation facilities and services with development
- Encourage the highest and best use of land
- Maximize the utility of transportation and urban infrastructure investments
- Influence the development design early in conceptual & planning phases
- Build communities that are more lasting, sustainable, dynamic and unique
CDT Program - Structure

- Countywide and Multi-jurisdictional
- Multimodal - *not* anti-auto
- Financial incentives, and technical & design assistance
- Living program
- Focused on specific areas
VTA Core, Corridor & Station Areas
Toolkit

A Manual of Best Practices for Integrating Transportation and Land Use
Using the CDT Manual

- Education
- Advocacy
- Incentives

CDT Manual
Whom its for

- VTA
- Policy-makers
- Member Agencies
- Developers
- The Community

Create a common platform for discussion, advocacy and action
CDT - Key Concepts

- Place-making
- Choice
- Access by Proximity
- Interconnection

Building Synergy based on Incremental Application of a Long-range Vision
CDT - *Principles*

- Target Growth in Cores, Corridors & Station Areas
- Intensity Land Uses & Activities
- Provide a Diverse Mix of Uses
- Focus on Existing Areas
- Design in Context
- Design for Pedestrians
- Create a Multimodal Transportation System
- Establish Streets as Places
- Integrate Transit
- Manage Parking
CDT Manual Chapters

1 - Introduction – need, purpose, key concepts
2 - Principles
3 - Development and Design (practices & actions)
4 - Multimodal Approach to Streets (practices & actions)
5 - Model Places
6 - The Role of Local Government
7 - Implementation: Overcoming Barriers and Creating Opportunities for Change

* Appendices
Appendices

A - Community Planning for Bus Transit
B - Community Planning for Rail Transit
C - Community Planning for Station Areas
D - Development Density Recommendations
E - Multimodal Street Design & Treatments
F - Multimodal Field Surveys
G - Model Policy
H - TDM Programs and Strategies
I - Accessibility Integration for Persons with Disabilities
J & L – Bibliography & Glossary of Terms
Current Uses

- VTA Internal
- Congestion Management Program
- Development Review Program
- VTA Joint Development Program
- Education and Advocacy
- Funding links / incentives
Incentives

- Bicycle Program
- Local Streets & Roads Program
- CDT Planning Grants
- CDT Capital Grants
CDT Grant Fund Programs

• **Link with CDT Manual**
  - Cores, corridors & station areas
  - Concepts and Principles incorporated in evaluation criteria

• **CDT Planning Grants**
  - Policy: up $150k
  - Capital: up $75k

• **CDT Capital Grants**
  - All projects must have a pedestrian and transit component
  - ~$5million every two years
VTA’s Joint Development Program

- Embodies CDT concepts & principles
- CDT Manual will help guide the form and function of developments
- Serve as guidelines for developers
- CDT Program buy-in helps development design buy-in
- Influence other factors - streets, pedestrian access, bike facilities
Future Uses

- **VTA - Evolve Internal Use**
  - Establish project review procedures
  - Transit Expansion Policy

- **Expand Incentives**
  - City Development Review
  - Design and Technical Assistance

- **Expand Education & Advocacy**
  - CDT Work Program
  - Monitoring and Reporting Program
  - Research: original and industry
Visioning CDT – photosimulations

• Illustrate results of consistent application of CDT Best Practice planning and design elements over time

• Show change at key stages of development

• Prepared at the request of cities
Transit Center to Transit-Oriented Development

Existing Condition: Significant Development Potential
Transit Center to Transit-Oriented Development

**Phase 1: Public Investment**
Transit Center to Transit-Oriented Development

Phase 2: Land-Use Changes
Transit Center to Transit-Oriented Development

Phase 3: High-quality, 24/7 Vibrant Hub of Activity
San Jose, CA:
10th Street at Mission Street
San Jose, CA:
10th Street at Mission Street
San Jose, CA:
10th Street at Mission Street
Office Park to Mixed-Use Business District
Office Park to Mixed-Use Business District
Office Park to Mixed-Use Business District
Urban Arterial to BRT Corridor
Urban Arterial to BRT Corridor
Urban Arterial to BRT Corridor
LRT Station to Neighborhood Center
LRT Station to Neighborhood Center
LRT Station to Neighborhood Center
LRT Corridor to Mixed Use Urban Core
LRT Corridor to Mixed Use Urban Core
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LRT Corridor to Mixed Use Urban Core
LRT Corridor to Mixed Use Urban Core
“Sometimes you gotta create what you want to be part of.”

Geri Weitzman