TRANSIT CORRIDORS: Making the Best Mode the Best Fit

Speakers:
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Erum Afsar, City of Edmonton
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Moderator:
Bob Post, URS Corporation
Transit Corridors

Making the Best Mode the Best Fit
Tigard HCT Land Use Plan
Southwest Corridor Plan

Rail~Volution 2012, Los Angeles, CA
City of Tigard
Portland LRT, Streetcar
Southwest Corridor Plan
Drive-by Impression
Drive-by Impression
Drive-by Impression
Drive-by Impression
Welcome to Tigard
“A Place to Call Home”
Tigard: A Place to Call Home
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HCT Land Use Plan

Where and how can Tigard accommodate growth in the future?

Next

What type of transit system might fit with these station communities?
Focus area selection

- Population
- Major roadways
- Parks/natural areas
- Employment
- Retail & Services
Community Conversation

- Where should Tigard plan for future growth?
- What neighborhood types are right for Tigard?
- What changes and investments are needed?
Translate Community Values

“Transit Typology”

- Housing scale & types
- Mix of residential / commercial
- Types of services & amenities
- General transportation character
Tigard Typology

4 “Types”

- Town Center / Main Street
- Employment / Retail
- Transit Neighborhood
- Corridor
Tigard Typology

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Tigard Typology

- Town Center / Main Street
- Employment / Retail
- Transit Neighborhood
- Corridor
Scholls Ferry Rd / 121st Ave

- People like it the way it is
- Additional open space
- Better pedestrian & bicycle connections

Moving Forward

- Does not alter pop/employment expectations
- Focus on neighborhood improvements
- Not a strong candidate for an HCT station
Tigard Triangle

- Potential for more pop/employment growth
- Defined by major highways
- 99W needs help
- Capacity for change

Moving Forward

- Policy/planning work needed
- Prioritize connectivity improvements
- Strong candidate for HCT station
Project Partners

- Metro
- ODOT & DLCD
- Parametrix (lead consultant)
- All Southwest Corridor partners
TRANSIT CORRIDORS

Making the Best Mode the Best Fit
NWLRT Concept Plan – “The Edmonton LRT Expansion Plan”
Presented by: Erum Afsar, P.Eng., General Supervisor City of Edmonton
Overview

• Edmonton
• Background on NWLRT
• City Centre Redevelopment Lands
Take Aways

- How LRT expansion is important for Edmonton’s Growth
- NWLRT importance as growth strategy (regional connection)
- How LRT is integral to CCR lands development
Edmonton

- Capital City of the Province of Alberta
- Population of approximately 800,000
- Canada’s 5th Largest City
- First City in North America (with pop under 1 million) to have LRT
- Approximately 21 km developed currently
"The City will pursue expansion of the LRT to all sectors of the City with a goal to increase transit ridership and transit mode split and spur the development of compact urban communities"

• Urban Style (low-floor and high floor on existing expansions)
• Corridor approved by City Council in July 2010
• 11 km
• Urban style
• High-floor
• Potentially 9 stations
City Centre Redevelopment
The Plan

- Home to approximately 30,000 Edmontonians
- Living, working and learning
- Sustainable community
- 100% renewable energy
- Carbon neutral
- Significantly reduced ecological footprint
- Range of sustainable lifestyle choices
- World leading
City Centre Redevelopment
City Centre Redevelopment
CCR Station Catchment

- 29.3 metres total width
- No fences at station to encourage openness
- No on-street parking spaces to create consistent road width

- Snow storage areas integrated with traffic lanes on both sides of the alignment (0.6 metres x 2)
- Centre OHLE within platform to reduce space required
• One Option proposed for alignment and stations. This is being refined
• Public Consultation (Strong public sentiment to “Build it now”)
• Going to Council for approval in January
• Timing of Construction and funding status
“If a city can’t move, it can’t grow. If a city can’t move, it can’t thrive.”

(Toronto Transit Workers)
www.edmonton.ca/lrtprojects.ca

THANK YOU!
Better Market Street

Rail Volution
Transit Corridors:
Making the Best Mode the Best Fit

10  |  17  |  2012
HOLLYWOOD, CALIFORNIA
Total Weekday Pedestrian Volume
8am-6pm, Spring 2011
PEDESTRIAN TOOLS

- Signal timing
  - Add phase
  - Extend all red
- Treatments
  - Rumble strips
  - Markings/signage
  - Flashing signal
  - Remove shielding crate
- Design
  - Re-engineer intersection to create desired lines
BICYCLING ACTIVITY

Total Bicycle Traffic by Location, 8am-6pm

Weekday
Weekend
Cycletrack—
• Cost: significant
• Conflict with other modes: fewer with vehicles, possibly more with pedestrians and vehicles seeking curb access
BICYCLING TOOLS

Shared Lane—
• Cost: not significant
• Conflict with other modes: slight decrease with treatments

Center Lane Stop

Curb Side Stop

Loading Zone
Enhanced
Island Stops: 9 IB, 9 OB
Curb Stops: 7 IB, 7 OB

Rapid
Island Stops: 6 IB, 6 OB
Curb Stops: 8 IB, 8 OB
VEHICULAR ACTIVITY

VEHICLE TRAFFIC VOLUMES

PM PEAK HOUR

Traffic Analysis Study Area
Greater than 2000 vehicles per hour
800 - 2000 vehicles per hour

500 - 800 vehicles per hour
Less than 500 vehicles per hour

Arrows indicate one-way street

0 500' 1000' 2000' 3000'
Market Street is multimodal

Solution: Optimizing all modes AND providing the best mitigation package for tradeoffs
Questions?

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