lowercase tod
Rail-Volution
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Melanie Hare
mhare@urbanstrategies.com
overview

1 the challenge
2 on the ground
3 strategies
the challenge

suburban cities planning for re-urbanization and increased transit while struggling with auto-oriented culture and existing built form
Less than optimal ridership projections

TOD here.......
Pickering
suburban town centre leveraging transit as a critical lever to urbanization

TOD here?
TOD here?

Brampton
BRT to transform a suburban corridor
TOD here?

Waterloo

Introducing phased RT to a mid-sized but fast growing region
TOD here?

Saint Paul, MN
Revitalizing an auto oriented corridor
TOD here? Minneapolis, MN
Introducing LRT in suburban employment districts
challenges

- Not at the TOD “tipping point” – from a market, culture or congestion level

- Urban structure is not designed to allow for local connectivity

- Hostile pedestrian environments where transit can only be “accommodated” by adding vehicular lanes

- TOD is not part of the planning or development culture

- Considered as only viable as a long term prospect and to start then
strategies

- Start now + make every step count toward transformation
- Demonstrate change
- Change the planning and development model
- Address parking upfront
- Facilitate concurrent investment in development and transit
- Employment areas require tailored strategies
- Make it an experience; more than a way to get somewhere
1 Start Now: make every step count
Start Now: including “short term” uses
Start Now: including “short term” uses

Pickering Town Centre, Pickering
Start Now: including “short term” uses
2 Demonstrate Change: Transformation over time
3 Change the development model:
   Allowing for change over time
Change the development model: Reintroducing connectivity

Suburban town centre

300m
min intersection spacing
0.22
intersections per hectare

Reurbanizing Mobility Hub

100m
min intersection spacing
0.51
min intersection spacing
4 Address Parking Upfront
5 Facilitate development with transit
6 Employment areas require tailored Strategies: making it easier to get to work

Supporting existing employment centres with tailored services
7 Make it an experience

Brampton’s Zum
in conclusion

- Will take time so set some priorities and get started
- Build the ridership – aBRT, BRT, LRT…..
- In the 21C, mobility choices are a requisite part of city building
- Celebrate success and recognize the small steps
Lowercase TOD: Maximizing Existing Assets to Achieve Community Goals

Chris Sandvig – Regional Policy Director
Pittsburgh Community Reinvestment Group’s GoBurgh Initiative

Rail~Volution 2013
Seattle, WA
Pittsburgh Community Reinvestment Group

• Incorporated 1988
• Focus primarily on:
  – Transit & Transit-Oriented Development
  – Fair lending practices
  – Neighborhood access to capital
  – Capacity of local groups and actors
  – Vacant property reclamation and repurposing
  – Public safety
  – Neighborhood revitalization
What brought PCRG to transportation?

- 2009 PCRG TOD Symposium
- Member demand
- Lack of organized, informed, community voice
- Neighborhood revitalization’s reliance on transit
- Disconnected legacy system
Transit-Oriented Development in Pittsburgh, ca. 1950...at noon
While Pittsburgh has gone...

...from this...   ...to this...
...it was far from painless.
Our comeback has a lot to do with building on our existing assets.
Our comeback has a lot to do with building on our assets.
We applied this philosophy to our transit-oriented development
We connect many jobs to transit.

Jobs Served by Fixed-Guideway Transit, 2008 (includes proposed Oakland-Downtown corridor)

<table>
<thead>
<tr>
<th>Region</th>
<th>Jobs</th>
<th>Jobs Near Transit</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allegheny County</td>
<td>680,135</td>
<td>308,838</td>
<td>45%</td>
</tr>
<tr>
<td>MSA (7-Counties)</td>
<td>1,084,903</td>
<td>308,838</td>
<td>28%</td>
</tr>
<tr>
<td>SPC (10-Counties)</td>
<td>1,161,395</td>
<td>308,838</td>
<td>27%</td>
</tr>
</tbody>
</table>

Source: LEHD 2008, CTOD 2010
But communities are disconnected, divided.
Leverage transit assets
Do more with less
Make strategic regional changes to support TOD
Minimize system operational impacts
The Typology prioritizes implementation strategies
1. Encourage transit that supports TOD
2. New funding for small- to mid-sized infrastructure
3. Stable funding for planning, visioning
4. Build capacity at the local scale
5. Use typology approach in regional efforts
Where does PCRG go from here?

• Working with regional partners on compact community reinvestment strategies
• Develop corridor working groups
• Build member capacity
• Convergence of PCRG functional areas for connected, strategic, place-based revitalization
• Advocacy for new sources of funding
• Strengthening partnerships with developers, local government, financial partners
E. Busway Ecosystem Project
Join us online, share your thoughts.

@transityes

facebook.com/transityes
North Bayshore
Transportation Strategy

Jim Lightbody
City of Mountain View, CA
The Challenge

- Silicon Valley is back – North Bayshore area of MountainView (home to Google, Intuit, others)
- City of Mtn View General Plan revised to increase density in support of employment growth
- Limited road access (three entry points) and no expansion plans
- Two miles from Caltrain Commuter Rail and VTA light rail stations
The Challenge

• City plan (supported by employers) is to reduce Single-Occupant Vehicle commutes to 45%
Is It Achievable?

• Potentially, due to:
  – Unprecedented employer commitment to substantial commute services
  – Millennial Generation’s embrace of transit and bikes
  – New options powered by smart phone apps (bike-sharing, car-sharing)
The Big Picture

• Public – private partnerships with strong role for Transportation Management Association

• Multiple, reinforcing strategies

• Fully utilize latest information sharing technology
The Strategies

• Employer-Operated Commuter Buses
  – Long trips (25-50+ miles); high quality (e.g. wi-fi)
  – Google = 100+ exclusive bus fleet
  – Shared systems (RidePal)
  – Expected to continue serving at least 20% of commuters
The Strategies

• Bicycle Commute
  – Improved infrastructure
  – Company incentives
  – Increase to 10% of commuters
The Strategies

• TDM Programs
  – Includes traditional carpool programs, telecommuting and parking management
  – Take advantage of planned Express Lanes (HOT Lanes)
  – Continue to serve 10% of commuters
The Strategies

• Rail Connections (“Last Mile”)
• Caltrain electrification – service increase
• Light rail – express trains to South Bay BART extension
• Grow to serve 15% of commuters
Visions for the Last Mile

• Technology Trail
  • Cycletrack
  • Freeway Crossing
  • Direct Station Access
Visions for the Last Mile

• Shuttle Up
  • High-capacity, high-tech
  • Bus lanes and priority
Visions for the Last Mile

- Let’s Share
  - Bike-sharing
  - One-way Car-sharing
  - On Demand Ridesharing
Visions for the Last Mile

- PRT Anyone?
  - Medium capacity guideway
  - Autonomous vehicles?