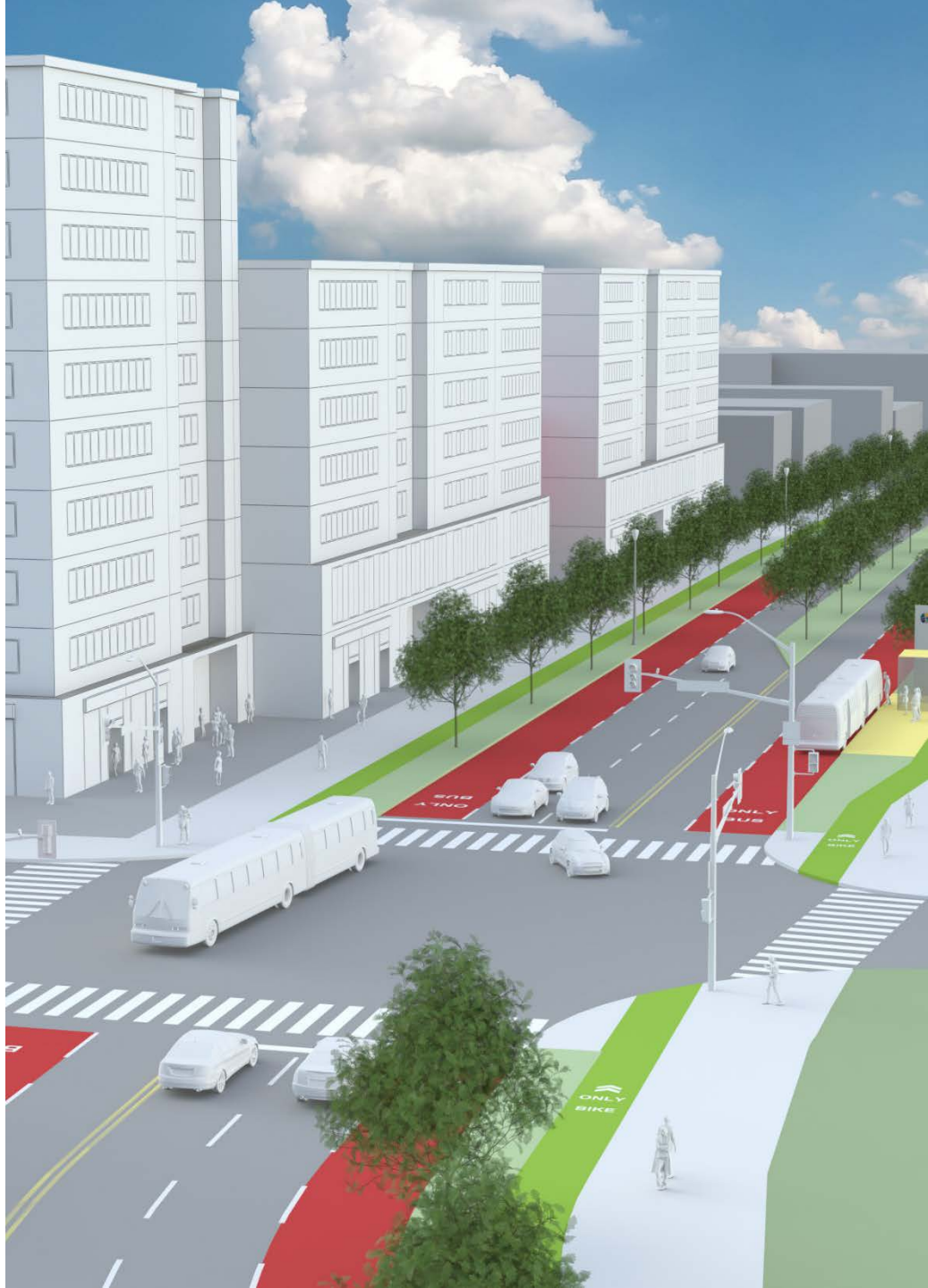
Developing Transit Oriented Communities

with Regional Transit Corridor Planning

Stantec's Urban Places Group

Agenda

- Introductions
- TOC 101
- Transit Planning Guide
- Mobility Hubs
- Q&A



Introductions

Adam Catherine

Mount Laurel, NJ

Principal
Transportation Planner
Smart(ER) Mobility Group

Ralph DeNisco

Boston, MA

Senior Principal
Transportation Planner
Urban Places Group

Craig D. Sklenar

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Principal
Urban Designer
Urban Places Group

TOC 101

WHY?

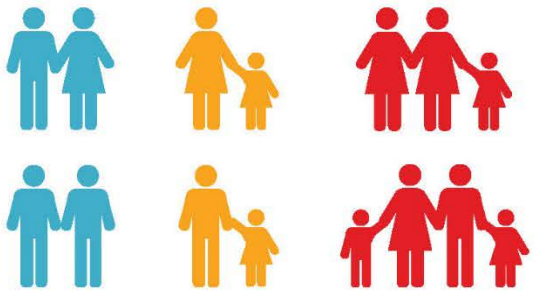
THE WORLD HAS CHANGED.

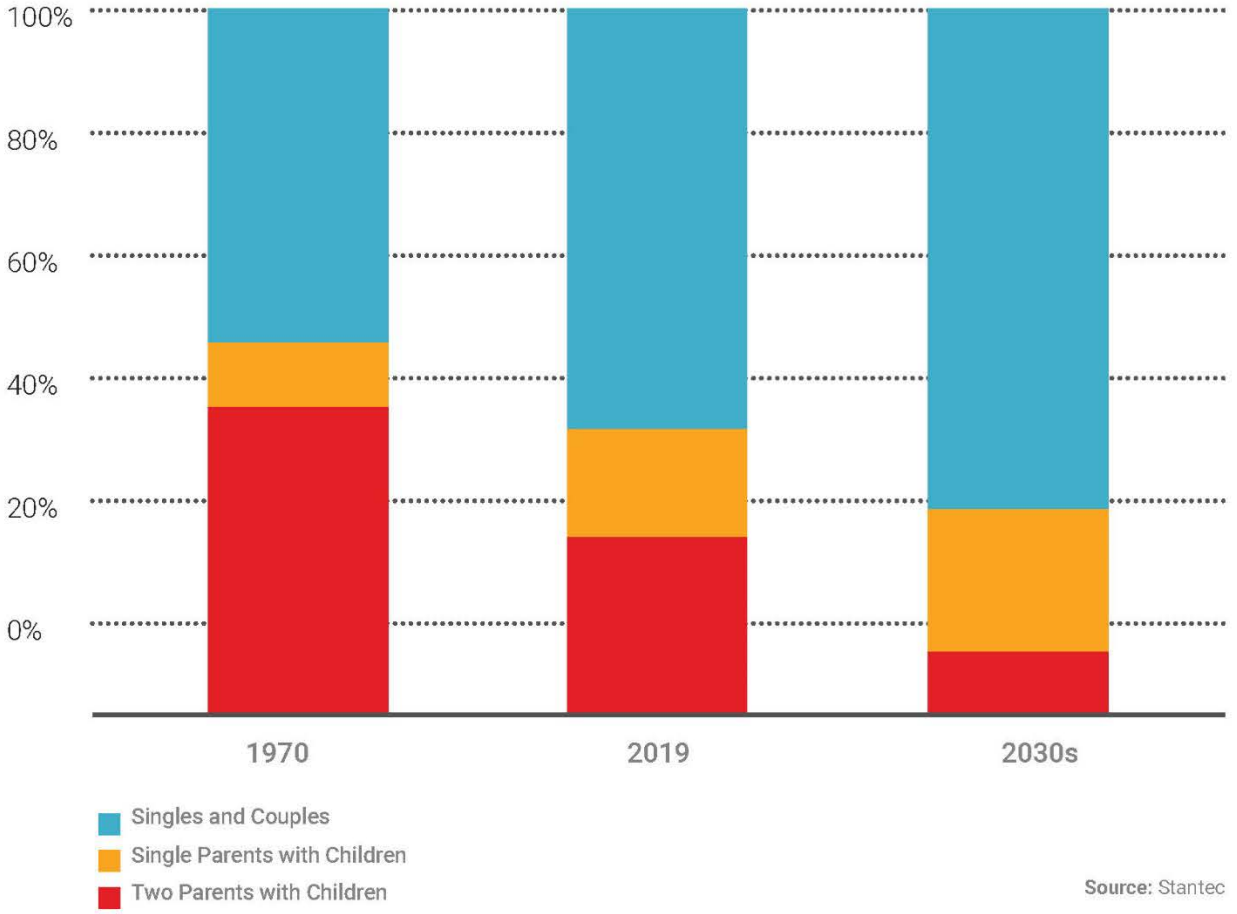
A TREND TOWARDS TRANSIT-ORIENTED COMMUNITIES

- DEMOGRAPHIC SHIFTS CONTINUE
- SHIFTS IN CONSUMER PREFERENCE IN HOUSING, JOB AND AMENITY - EVEN POST COVID-19
- GROWING GOVERNMENT COMMITMENT TO RESILIENT INFRASTRUCTURE - TRANSIT AT THE CENTER
- INCREASED POLITICAL, COMMUNITY AND DEVELOPMENT DEMAND FOR RETURN ON INVESTMENT OF TRANSIT

HOUSING NEEDS ARE CHANGING

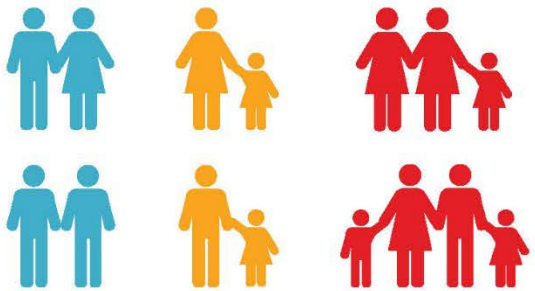
- Traditional market for single-family houses is **shrinking** (two parents with kids)

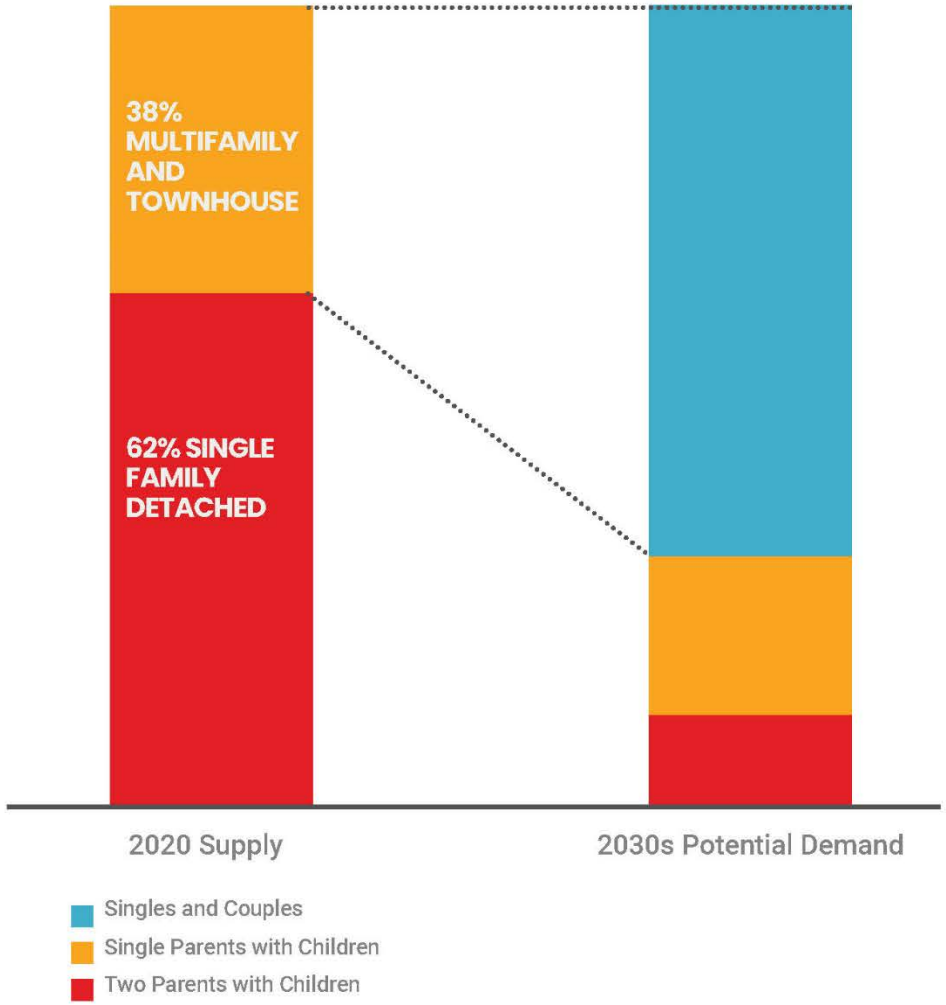




AFFORDABILITY REMAINS A PROBLEM

+ Less than **40%** of US housing stock today matches the housing most new households are searching for/ can afford





LESSONS FROM THE PANDEMIC

WHAT HAS CHANGED?

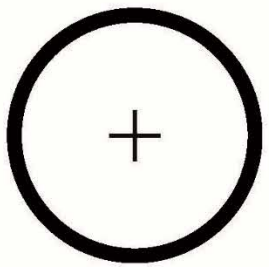
Greater interest in:

- Access to nature and public spaces
- Adapting streets for outdoor dining
- Remote work
- Accelerated challenges facing many retailers and small businesses

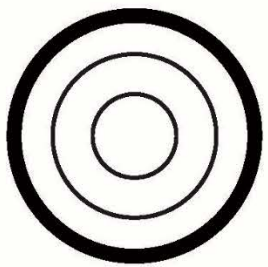
WHAT HAS NOT CHANGED?

- Fundamental demographic, economic, mobility, and environmental trends that favor walkable, amenitized, socially-rich places
- The value of planning for our community's future

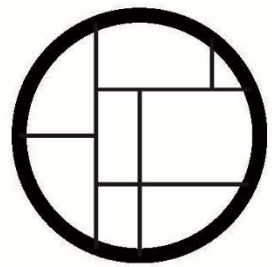
TOC IS **3D**...



DENSITY



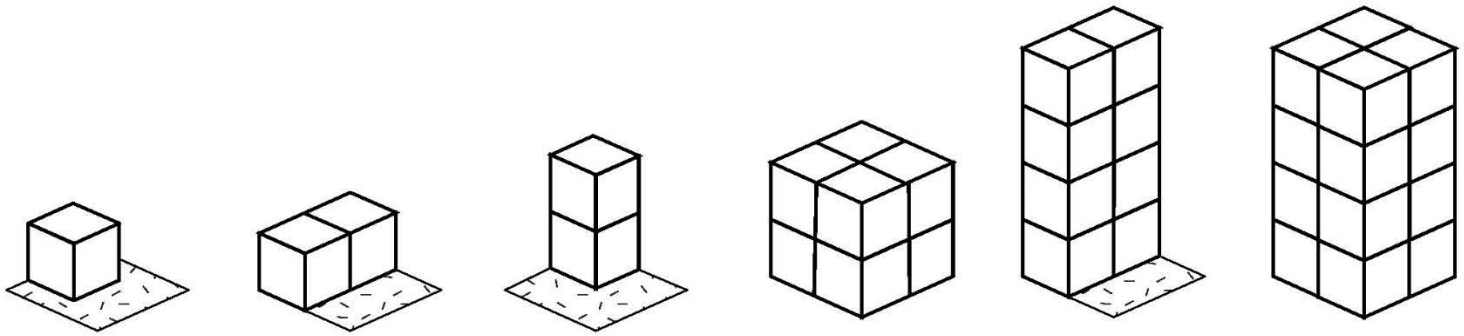
DIVERSITY



DESIGN

DENSITY

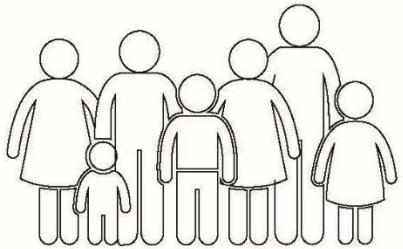
DUPLEXES TO TOWNHOMES TO MID-RISE AND HIGH-RISE - DENSITY IS IMPORTANT TO MAXIMIZE RETURN ON INVESTMENT OF TRANSIT. RIGHT SIZING DENSITY WILL BE ESSENTIAL.



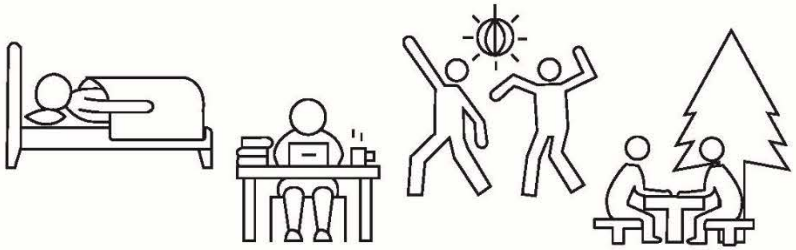
DIVERSITY

DIVERSITY IS MORE THAN PEOPLE - THINK OF THE "WHO, WHAT WHEN AND WHERE" OF A TOD SITE.

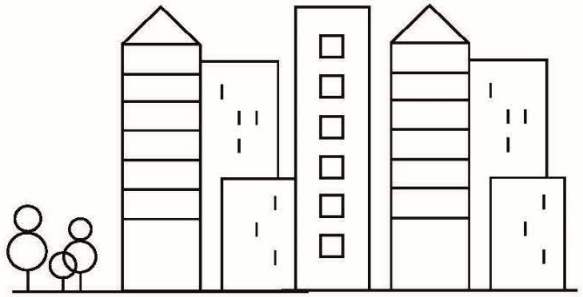
POPULATION



ACTIVITY

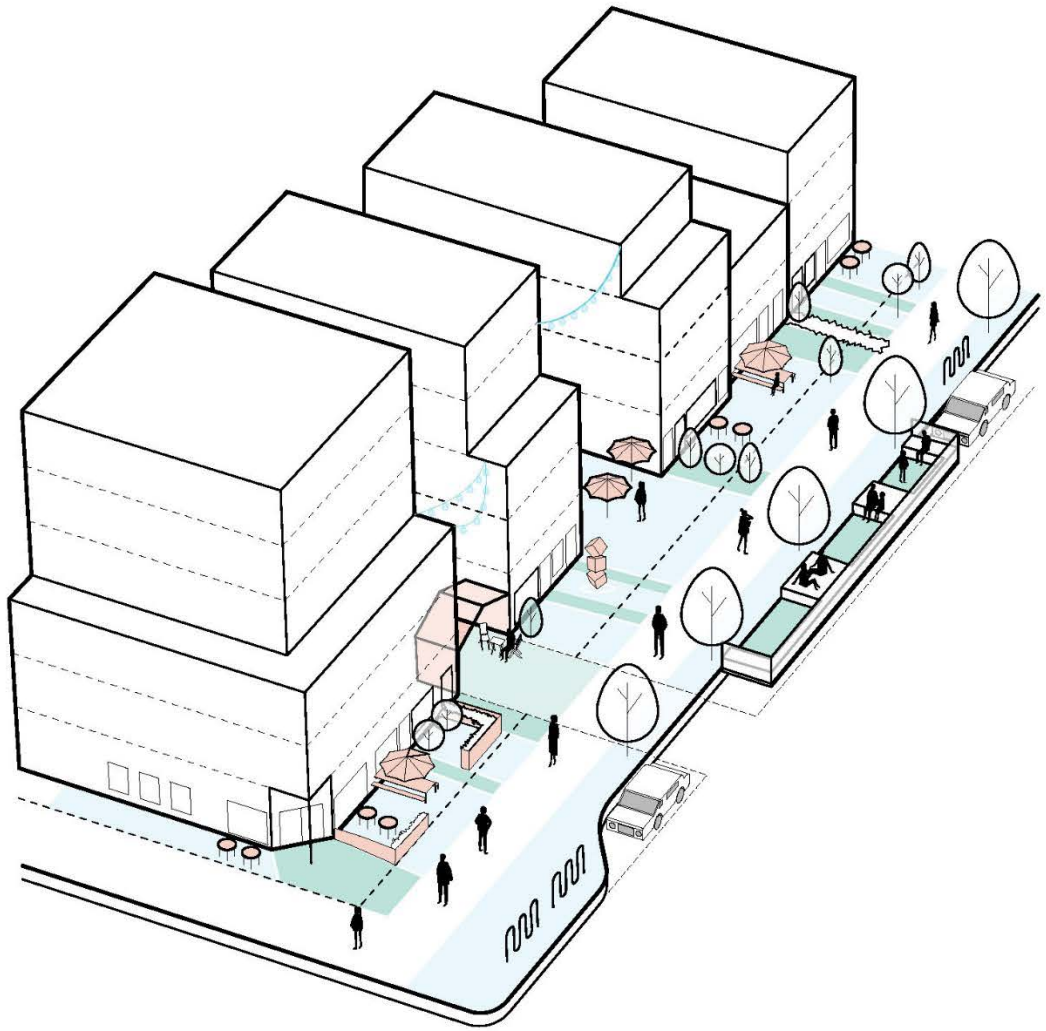


BUILDING TYPOLOGY



DESIGN

THE DEVIL IS IN THE DETAILS - DESIGN CONSIDERS THE BUILT FORM IN A HOLISTIC MANNER - INCLUDING TRANSIT.



Source : Bimarch. 2008. *Wyspa Spichrzów*, Gdańsk, Pologne.

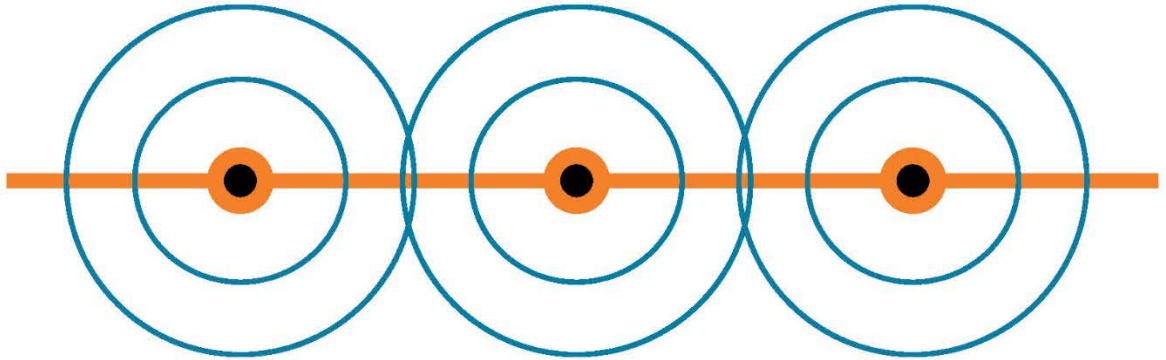
Source : Stantec. 2018. *Southpark on Whyte*, Edmonton, Canada.

Source : Subarquitectura. 2006. *Tram stop and plaza*, Alicante, Espagne.

HOW DO WE BEGIN?

POLICY IS NOT A ONE-SIZE-FITS-ALL APPROACH.

TYPICAL POLICY APPROACH

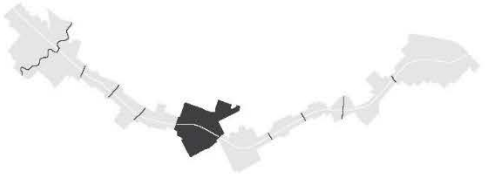


HOW POLICY SHOULD LOOK

WHAT DOES THIS MEAN FOR CLIENTS AND COMMUNITIES?

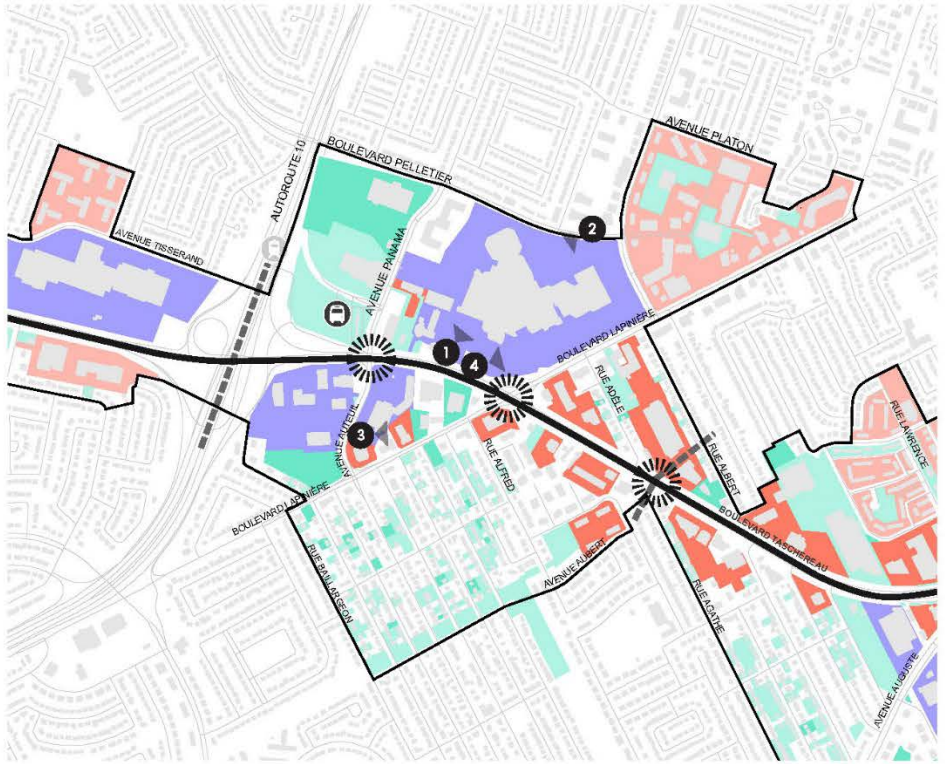
UNDERSTAND THE LOCAL MARKET

WHAT WORKS FOR LARGE CITIES MIGHT NOT BEST SUIT SMALLER MARKETS - PLAN AND DESIGN TO MEET COMMUNITY NEED AND OPPORTUNITY.



EN 2041, LE TRONÇON 6 ACCUEILLERA...

RÉSIDENTIEL	UNE SUPERFICIE TOTALE DE PLANCHER RÉSIDENTIELLE DE **401 113 M²**	UN TOTAL DE **4 356 UNITÉS DE LOGEMENT**	UN TOTAL DE **8 712 NOUVEAUX RÉSIDENTS**
COMMERCIAL	UNE SUPERFICIE TOTALE DE PLANCHER COMMERCIALE DE **40 111 M²**	UN TOTAL DE **730 NOUVEAUX EMPLOIS COMMERCIAUX**	UN TOTAL DE **6 949 NOUVEAUX EMPLOIS**
BUREAU	UNE SUPERFICIE TOTALE DE PLANCHER D'ESPACES DE BUREAU DE **210 584 M²**	UN TOTAL DE **6 018 NOUVEAUX EMPLOIS DE BUREAUX**	
INSTITUTIONNEL	UNE SUPERFICIE TOTALE DE PLANCHER INSTITUTIONNELLE DE **38 236 M²**	UN TOTAL DE **201 NOUVEAUX EMPLOIS INSTITUTIONNELS**	



PLAN 19 : POTENTIEL DE REDÉVELOPPEMENT - TRONÇON 6

1 : 15 000

N

LIMITE DU SECTEUR À L'ÉTUDE
LIMITE DE TRONÇON
BOULEVARD TASCHEREAU
NOEUD DE TRANSPORT
TERMINUS D'AUTOBUS
FUTURE STATION REM
TERRAIN OU BÂTIMENT VACANT
VALEUR DU TERRAIN > VALEUR DU BÂTIMENT
POTENTIEL À COURT/MOYEN TERME
CENTRE COMMERCIAL
POTENTIEL À LONG TERME

WHAT DOES THIS MEAN FOR CLIENTS AND COMMUNITIES?

OPERATIONS MATTER

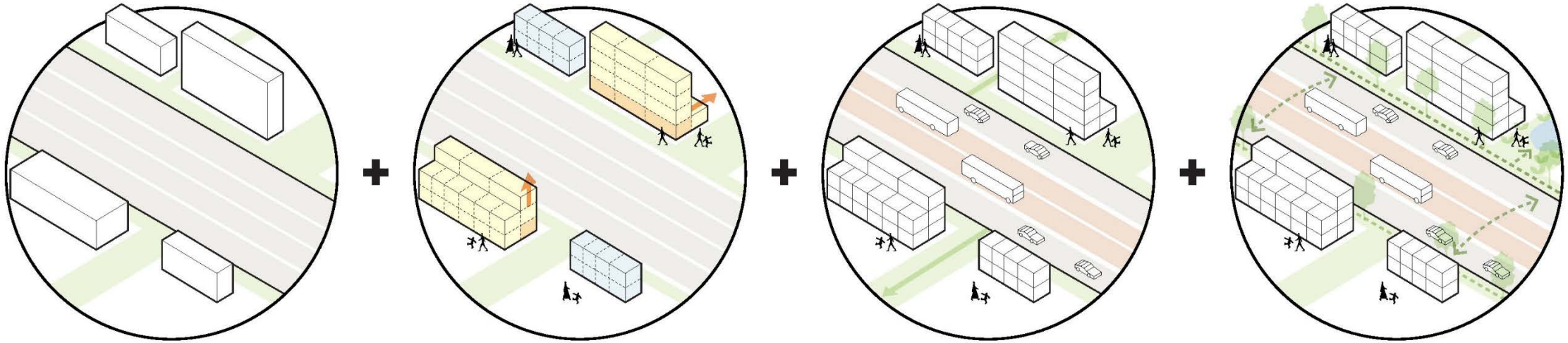
WHERE DO PEOPLE WANT TO GO? WHY? WHAT WILL GET THEM TO USE THE SERVICE?

PATRON EXPERIENCE + RELIABLE OPERATIONS = MODAL SHIFT

WHAT DOES THIS MEAN FOR CLIENTS AND COMMUNITIES?

PUBLIC REALM MATTERS

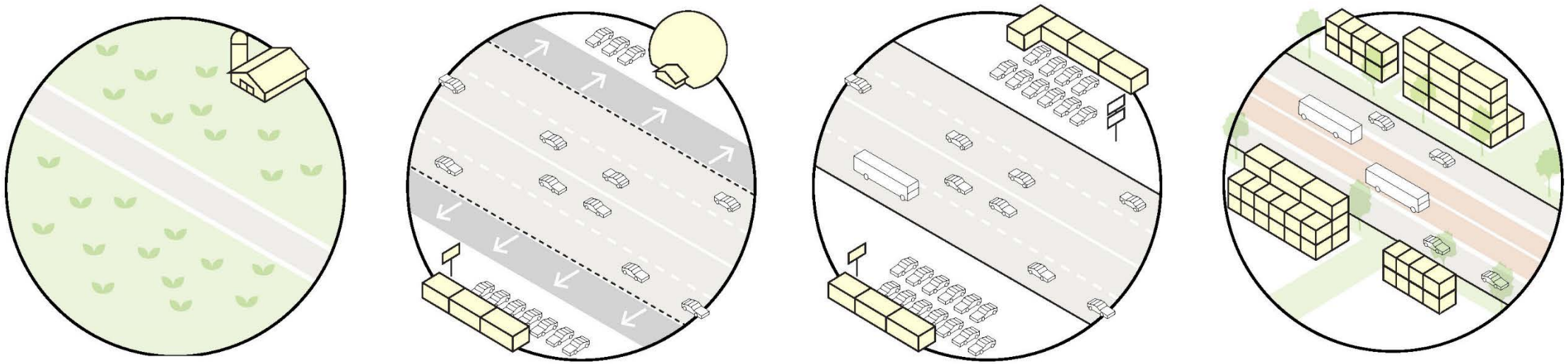
USE THE TRANSIT INVESTMENT AS AN OPPORTUNITY TO INVEST IN THE CORRIDOR BUILDING TO BUILDING



WHAT DOES THIS MEAN FOR CLIENTS AND COMMUNITIES?

COMMUNITY PLANNING MATTERS

WE FOCUS ON COMMUNITY OUTCOMES - THIS IS NOT ABOUT ONE BUILDING, BUT THE BROADER COMMUNITY, THEIR NEEDS/CHALLENGES/OPPORTUNITIES/DESIRES

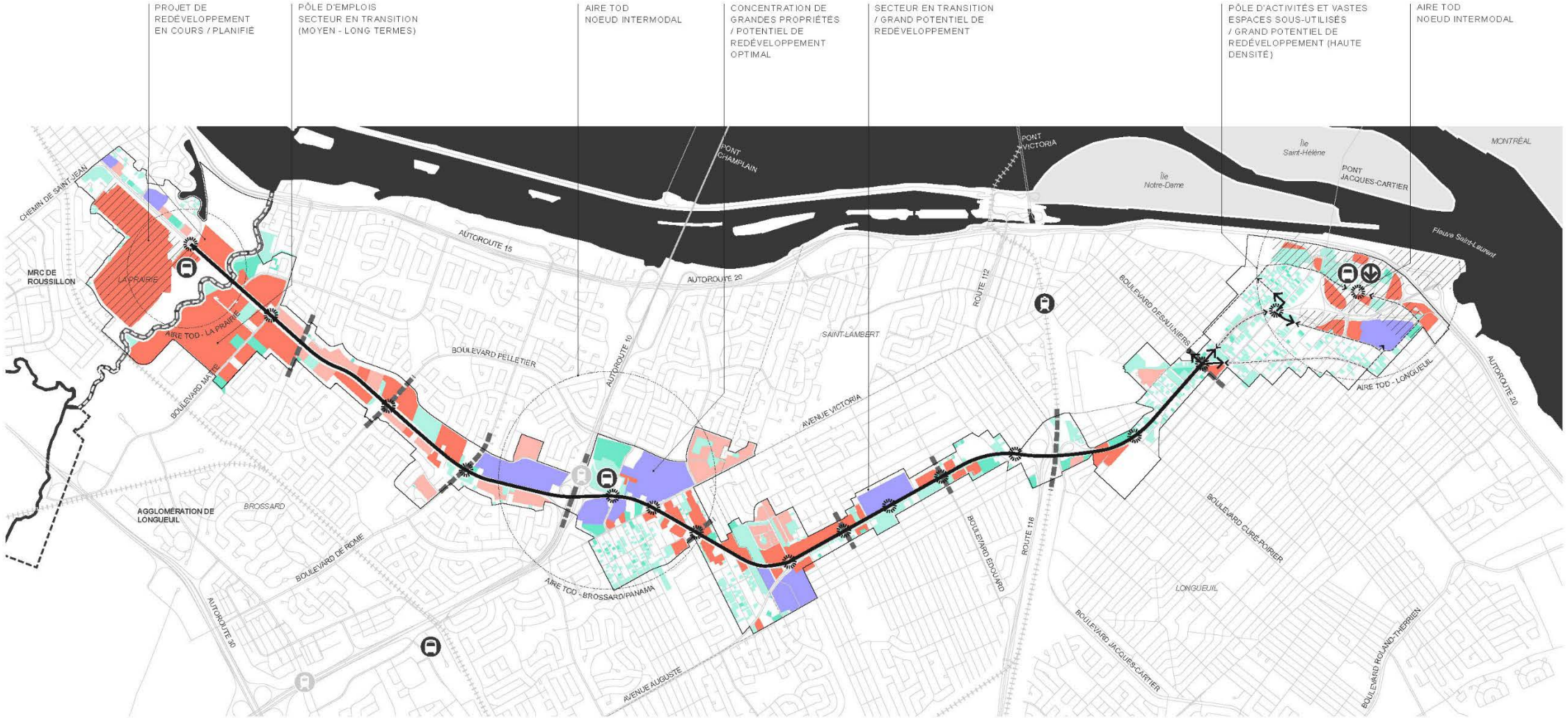


PAST **PRESENT** **FUTURE**

What Does This Look Like?

TASCHEREAU BOULEVARD TRANSIT PLAN

LONGUEUIL, QUEBEC, CANADA



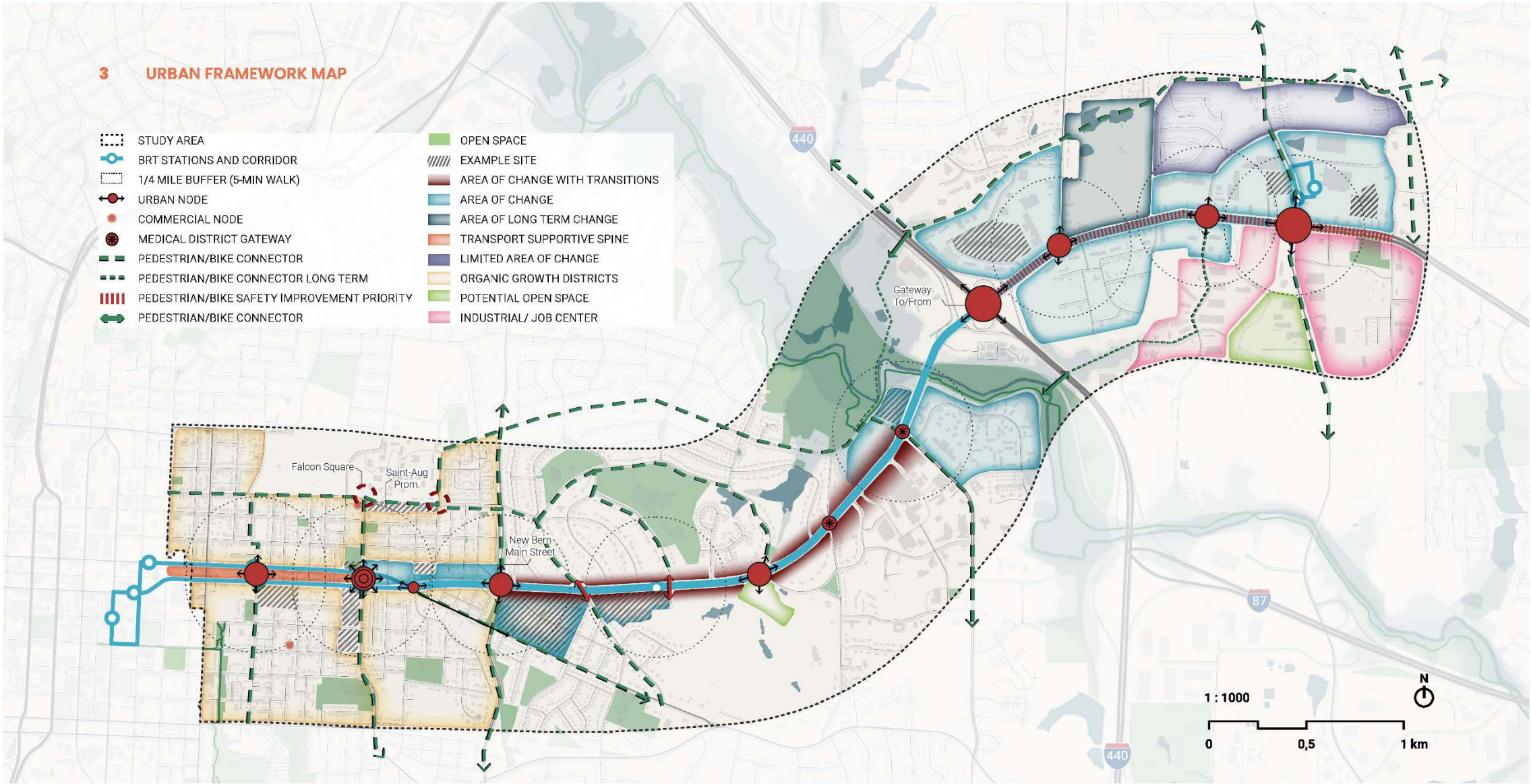
PLAN 13 : POTENTIEL DE REDÉVELOPPEMENT - SECTEUR À L'ÉTUDE

1 : 40 000 — 0 — 500 — 1 000 m — N

- LIMITE DU SECTEUR À L'ÉTUDE
- LIMITE DE TRONÇON
- BOULEVARD TASCHEREAU
- NOEUD DE TRANSPORT
- TERMINUS D'AUTOBUS
- GARE DE TRAIN
- MÉTRO
- FUTURE STATION REM
- SECTEUR PLANIFIÉ
- TERRAIN OU BÂTIMENT VACANT
- VALEUR DU TERRAIN > VALEUR DU BÂTIMENT
- POTENTIEL À COURT/MOYEN TERME
- CENTRE COMMERCIAL
- POTENTIEL À LONG TERME

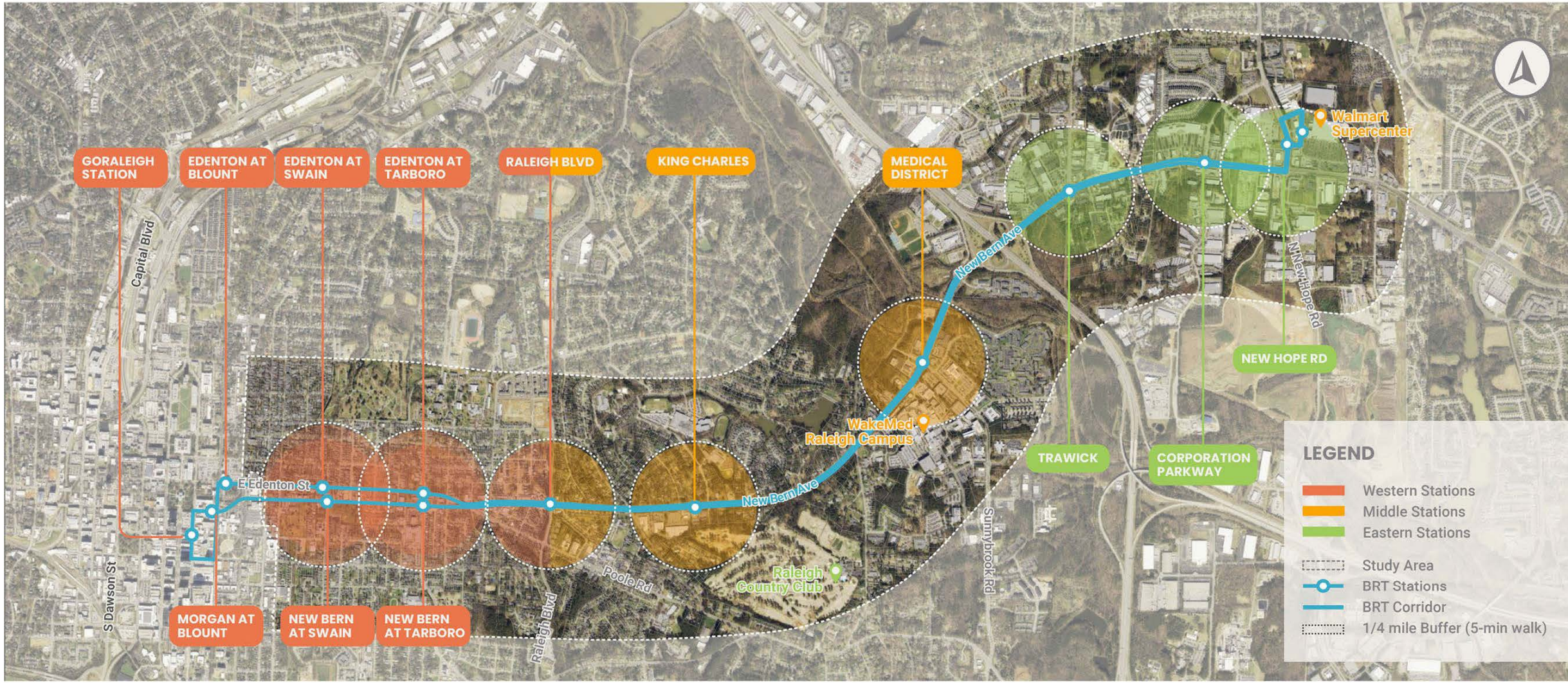
NEW BERN STATION AREA PLANNING

RALEIGH, NC, USA



NEW BERN STATION AREA PLANNING

RALEIGH, NC, USA



25CONNECTS - A TOD PLAN FOR W. 25TH STREET

CLEVELAND, OHIO, USA

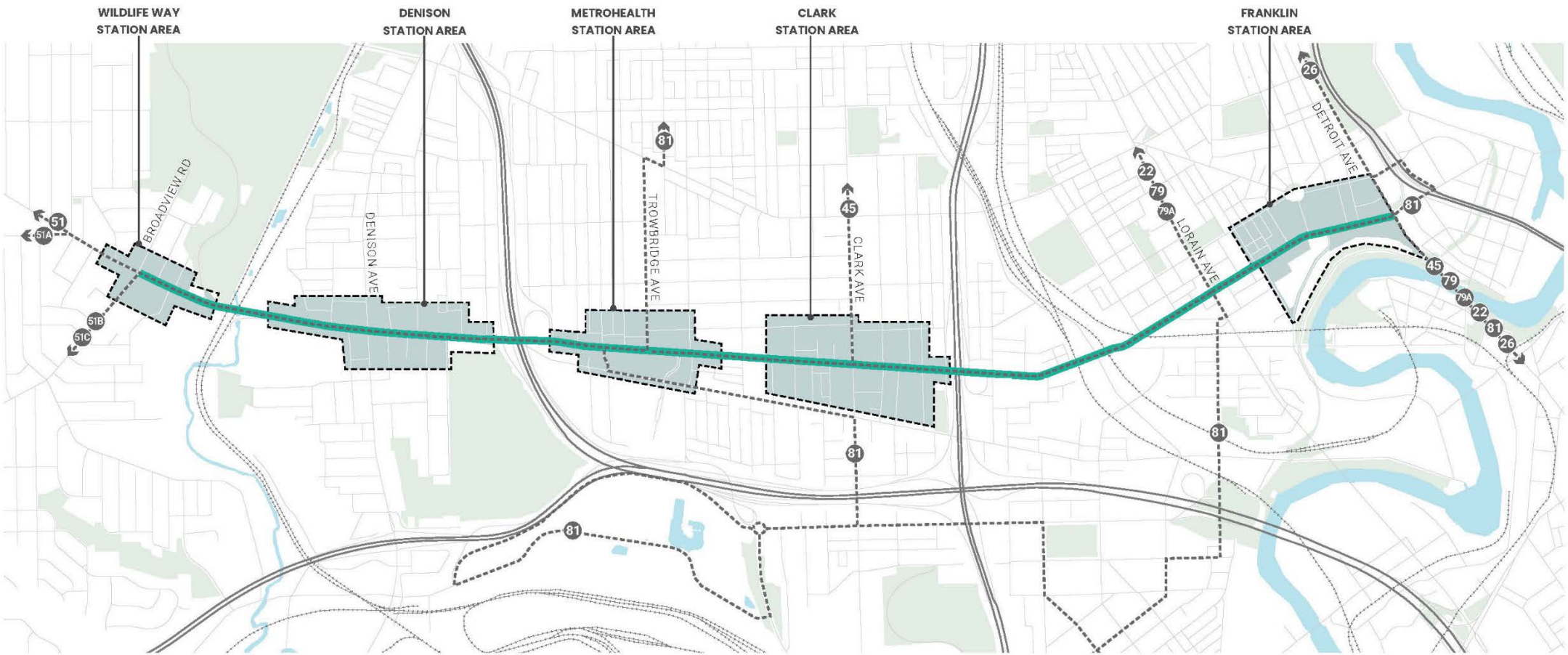


FIGURE 1: W. 25TH CORRIDOR STUDY AREA

SECTION 6

TOD STUDY

TOD CONCEPTS

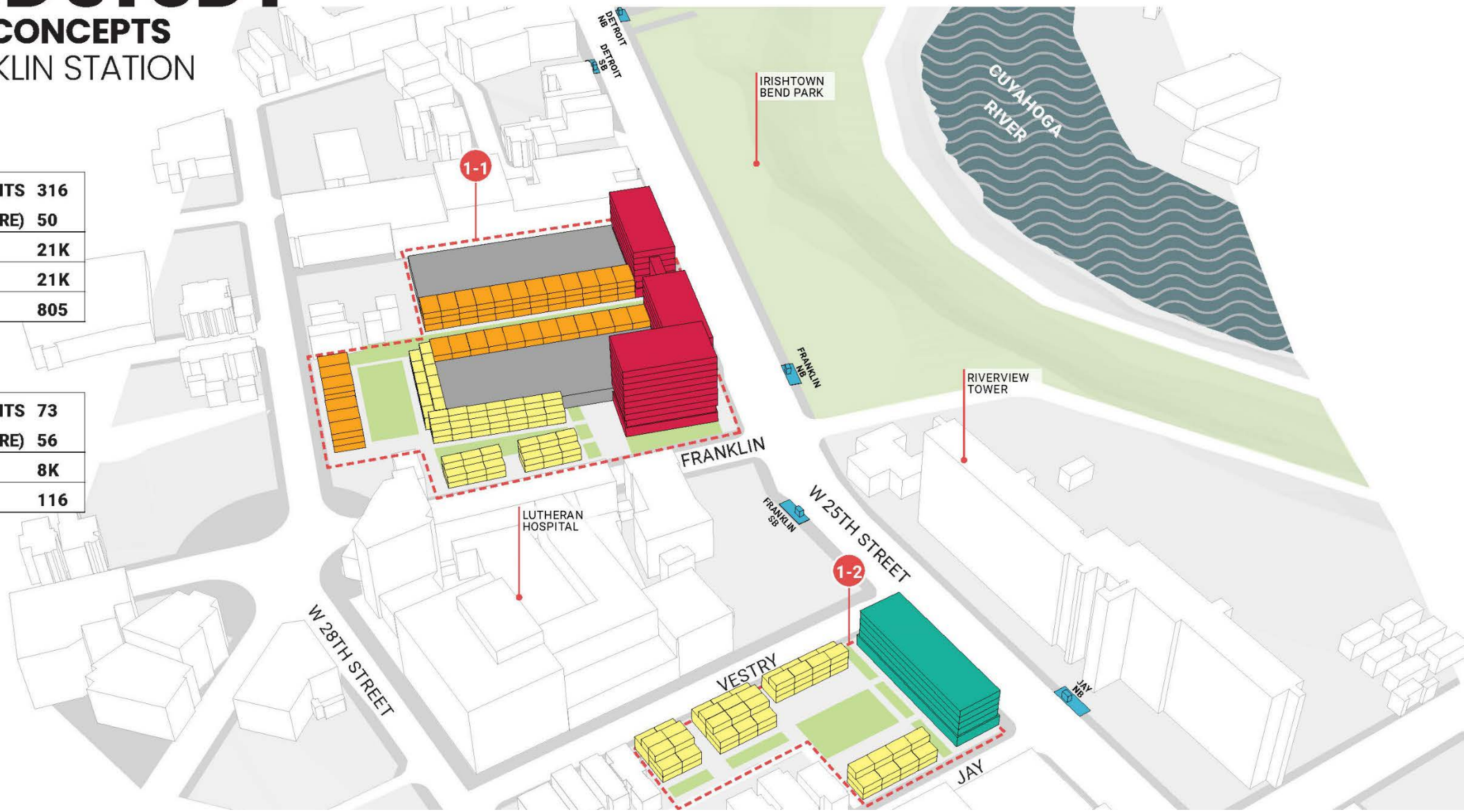
FRANKLIN STATION

1-1

TOTAL HOUSING UNITS	316
DENSITY (UNITS/ACRE)	50
RETAIL (SQFT)	21K
OFFICE (SQFT)	21K
PARKING STALLS	805

1-2

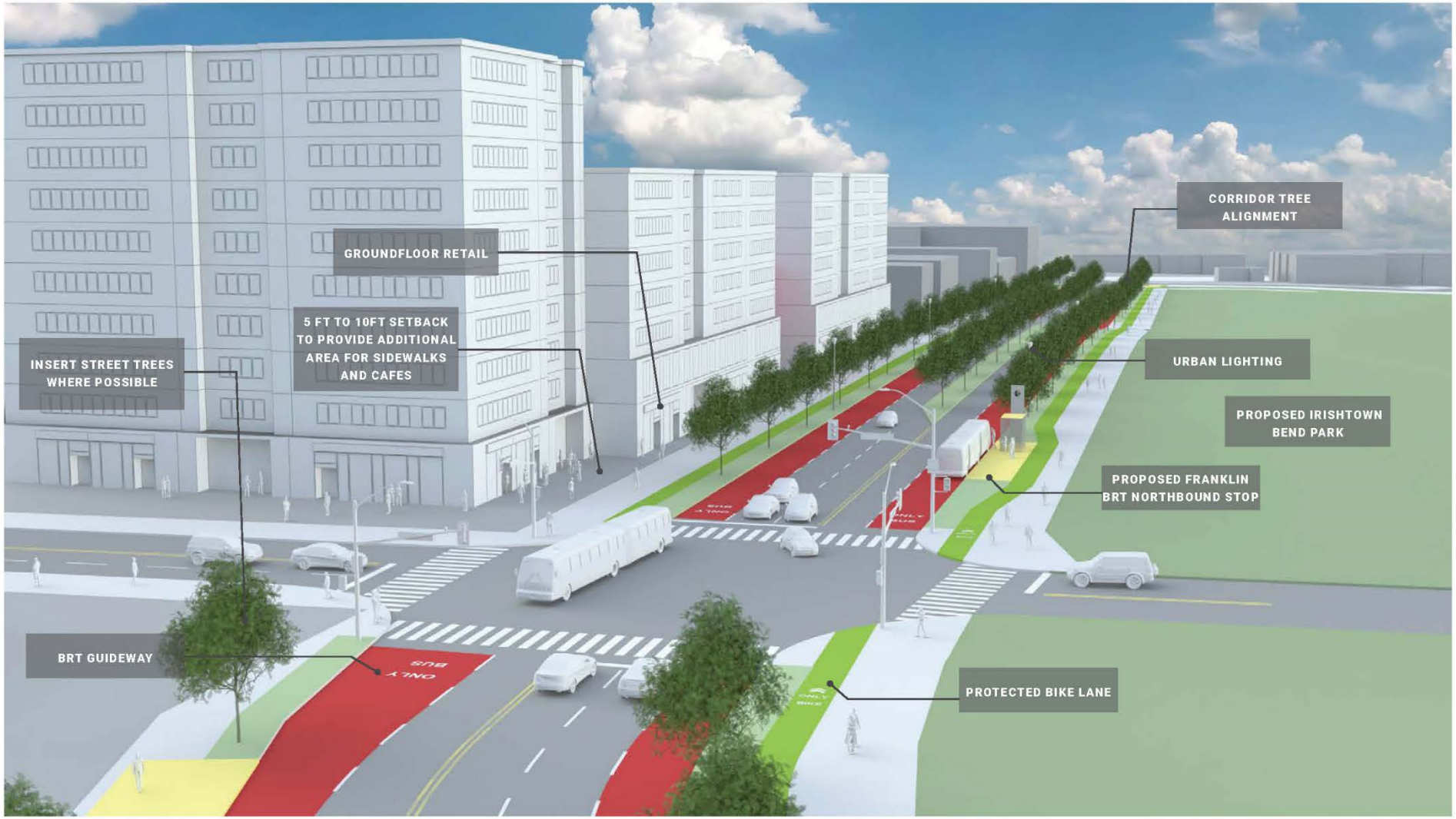
TOTAL HOUSING UNITS	73
DENSITY (UNITS/ACRE)	56
RETAIL (SQFT)	8K
PARKING STALLS	116



25CONNECTS - A TOD PLAN FOR W. 25TH STREET

CLEVELAND, OHIO, USA

DESIGN GUIDELINES

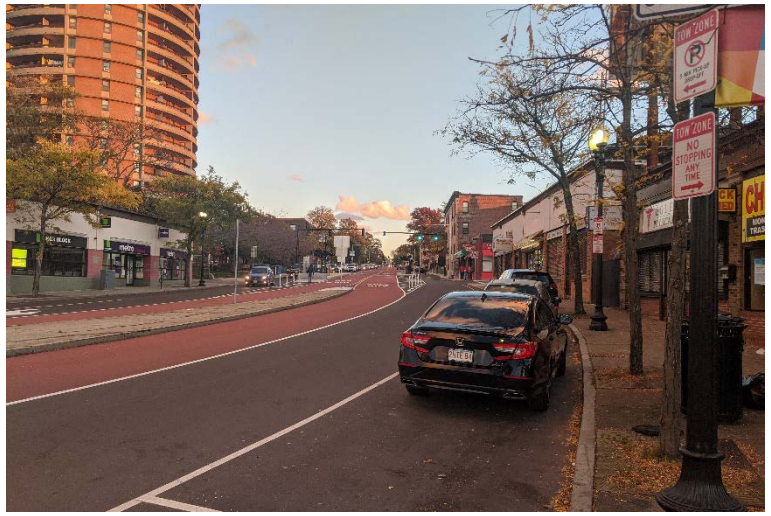


Transit Service Considerations

Transit is Part of an Integrated Complete Street

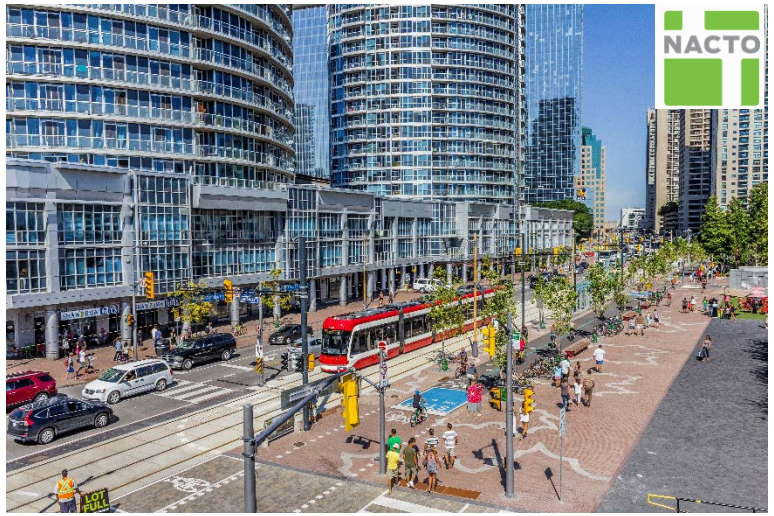
Good transit doesn't function alone. Instead, transit is a key component of an integrated Complete Street, along with other components like…

On-Street Parking



Columbus Avenue, Boston, MA (Stantec)

Pedestrian-Friendly Sidewalks



Queen's Quay, Toronto, CA (NACTO Transit Streets Design Guide)

Protected Bike Lanes

Chicago, IL (CDOT)

Transit Follows (and Demands) Density

Transit Planning Factors

Reliability- Do vehicles **arrive** on time?

Speed- How **quickly** can you get from here to there?

Coverage- How many **destinations** are accessible by transit?

Capacity- How many **people** can fit in one vehicle?

Frequency- How **often** does a vehicle arrive at your stop?

Research has found that people will **walk farther** for **better transit** (**citation).** Improvements in these factors is shown to generate more ridership.

Transit Types

Charlotte, NC (Charlotte Observer)

Light Rail (LRT)

New York, New York (NYDOT)

Key Bus Service

Yichang, China BRT (ITDP)

Bus Rapid Transit (BRT)

San Francisco, CA (Stantec)

Local Bus Service

Light Rail

Rail Transit service using tram or streetcar vehicles typically operating at-grade

Typical Density: **30+** Dwelling Units/Acre*

Stop Spacing: Every **0.75-1** mile†

Peak Frequency: **10 mins** or less*

*Southern Nevada High Capacity Transit Study, 2019
† Valley Transit Authority Light Rail Guidelines, NACTO

Tacoma Link LRT (Travel Tacoma)

Bus Rapid Transit

Bus transit service that shares features like level-platform boarding, off-board fare collection, and separated right-of-way with rapid transit services

Typical Density: **20-30** Dwelling Units/Acre*

Stop Spacing: Every **0.25-0.5** miles†

Peak Frequency: **10 mins** or less*

*Southern Nevada High Capacity Transit Study, 2019
† Bus Rapid Transit Standard, ITDP

Johannesburg SA BRT, ITDP

Key Bus Service

High-ridership, high-frequency bus service complemented by elements like transit signal priority, bus lanes, and high capacity buses

Typical Density: **15-25** Dwelling Units/Acre*

Stop Spacing: Every **0.13-0.25** mile†

Peak Frequency: **10-20 mins** or less*

*Southern Nevada High Capacity Transit Study, 2019
† Transit Planning Best Practices, USF Center for Urban Transportation Research, 2009

Bus Lane, Chicago, IL (CTA)

Local Bus Service

Typical urban bus service providing access to destinations and further transit connections, accessible and comfortable for all users

Typical Density: **5-20** Dwelling Units/Acre*

Stop Spacing: Every **0.13-0.25** mile†

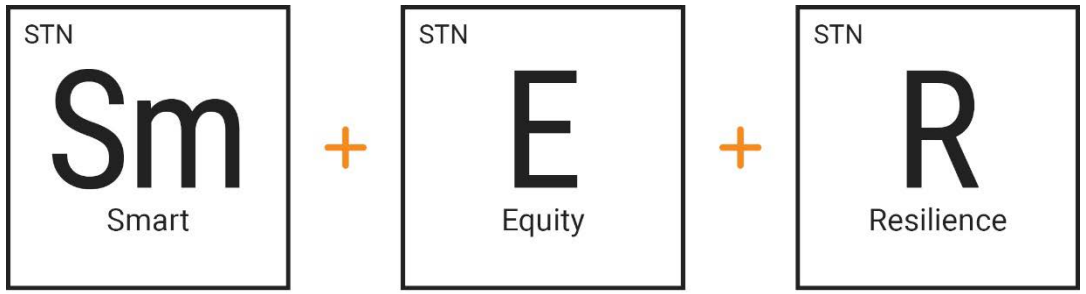
Peak Frequency: **30 mins** or less*

*Southern Nevada High Capacity Transit Study, 2019
† Transit Planning Best Practices, USF Center for Urban Transportation Research, 2009

MBTA Route 77 (Stantec)

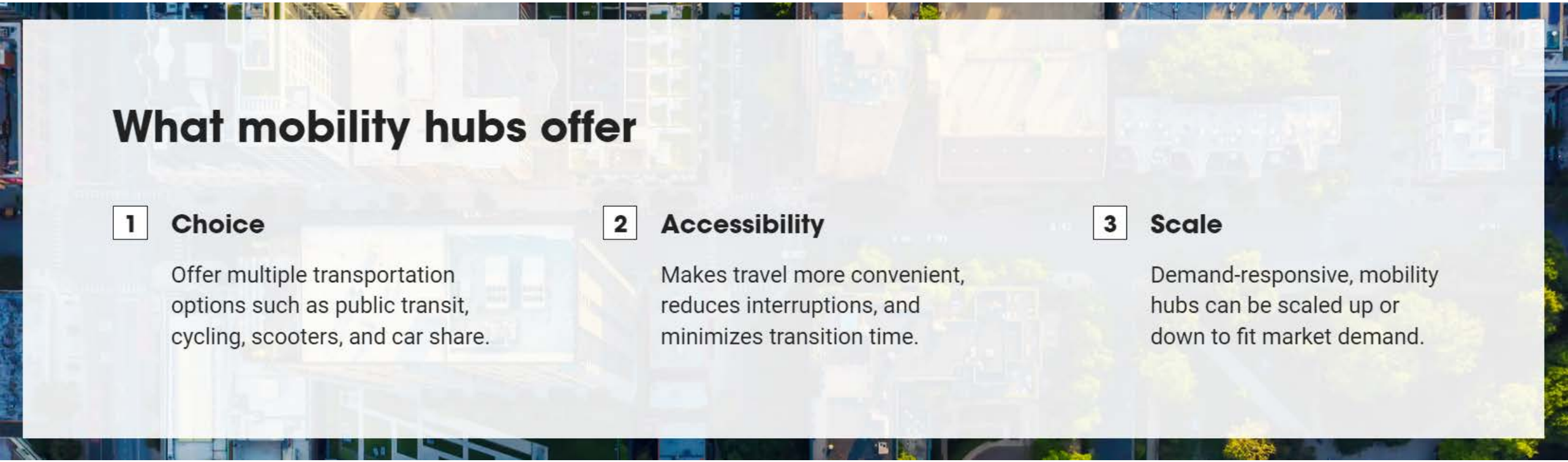

Stantec
Mobility Hubs:
Extending the
Reach of Transit

Much more than a transit stop, **mobility hubs** are networks of alternative mobility options critical to a sustainable and equitable transportation future.



Smart(ER) Mobility

Three levers of design



What mobility hubs offer

1 Choice

Offer multiple transportation options such as public transit, cycling, scooters, and car share.

2 Accessibility

Makes travel more convenient, reduces interruptions, and minimizes transition time.

3 Scale

Demand-responsive, mobility hubs can be scaled up or down to fit market demand.

Choice:
Offer a range of options

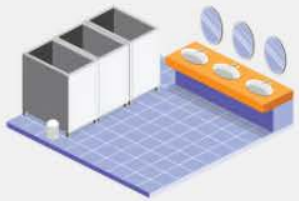
Scooter and e-scooter rental/share

Bike and e-bike rental/share

Transit card kiosk

Rideshare

EV rental /charging



Comfort station

Delivery lockers

Food outlets /kiosks

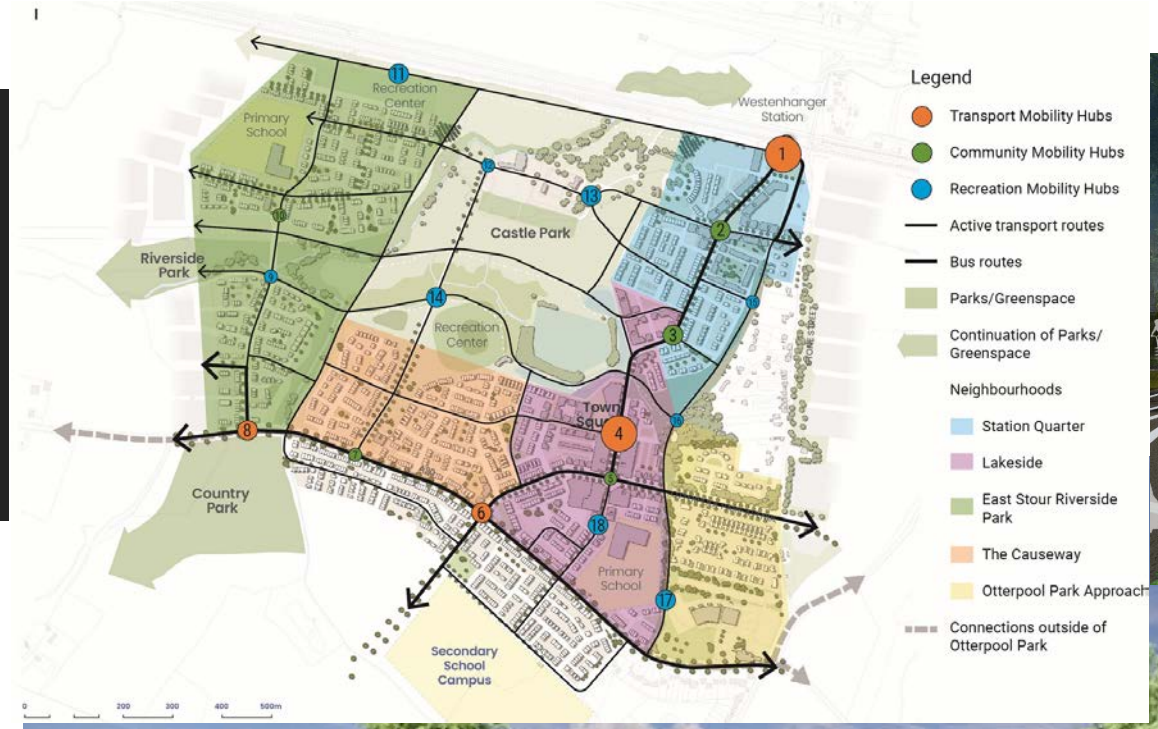
Public gathering places/plaza

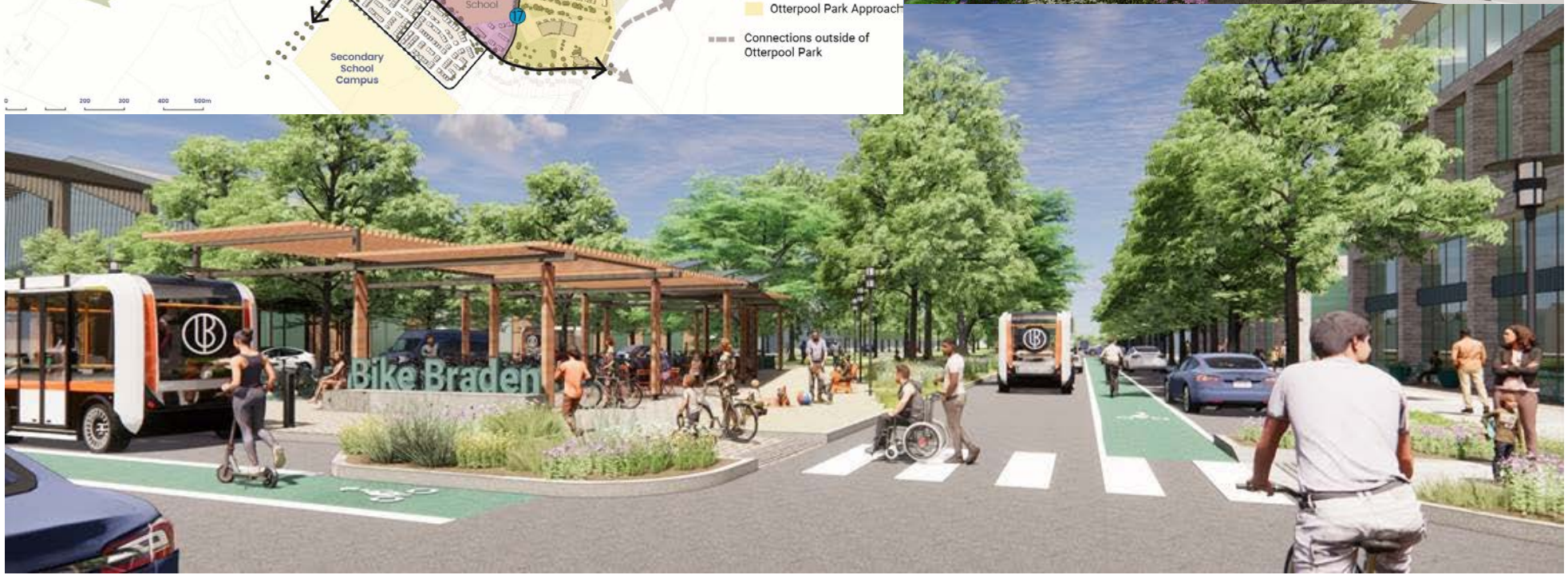
Pop-up business/ market

Coworking spaces

Retail outlets

Access:
Placemaking meets transportation





Scale:

They can fit almost anywhere

What do **mobility hubs** mean for upstate New York?

- **Extend the reach of transit** by providing facilities and amenities for first mile/last mile modes.
- **Address barriers to mobility** for vulnerable populations by providing a range of affordable and accessible options.
- **Preparing communities** for the future of mobility by establishing infrastructure to support mobility as a service (MaaS).
- **Improving the integration of land-use and transportation** by seamlessly integrating community space with mobility options.

FINAL CONSIDERATIONS

DESIGN FOR TOMORROW.

MAX PURPLE BRT, CALGARY, AB, CANADA

DON'T BE AFRAID TO EXPERIMENT

EVERETT, MA, USA

LASTLY - REMEMBER WHO THIS WORK IS FOR...

25CONNECTS, CLEVELAND, OHIO, USA

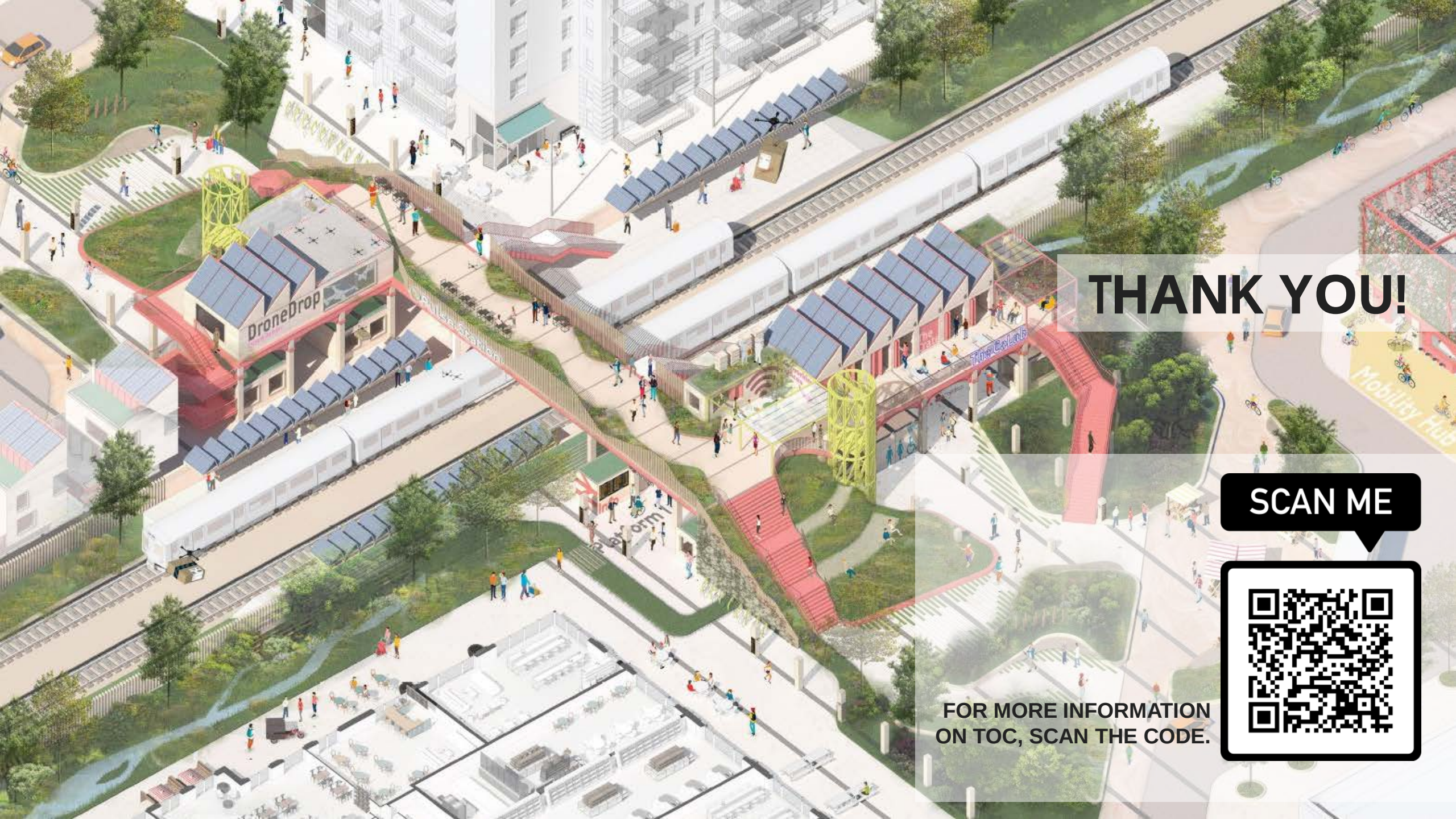
1.0 CLARK AVE – METROHEALTH DR

2.0 DETROIT AVE – LORAIN AVE

3.0 MAPLEDALE DR – WILDLIFE WAY

4.0 COLUMBUS RD – CLARK AVE

5.0 BROADVIEW RD – DETROIT AVE



THANK YOU!

SCAN ME

FOR MORE INFORMATION
ON TOC, SCAN THE CODE.

Route 31 Transit Corridor Assessment: A context for the session

James D'Agostino

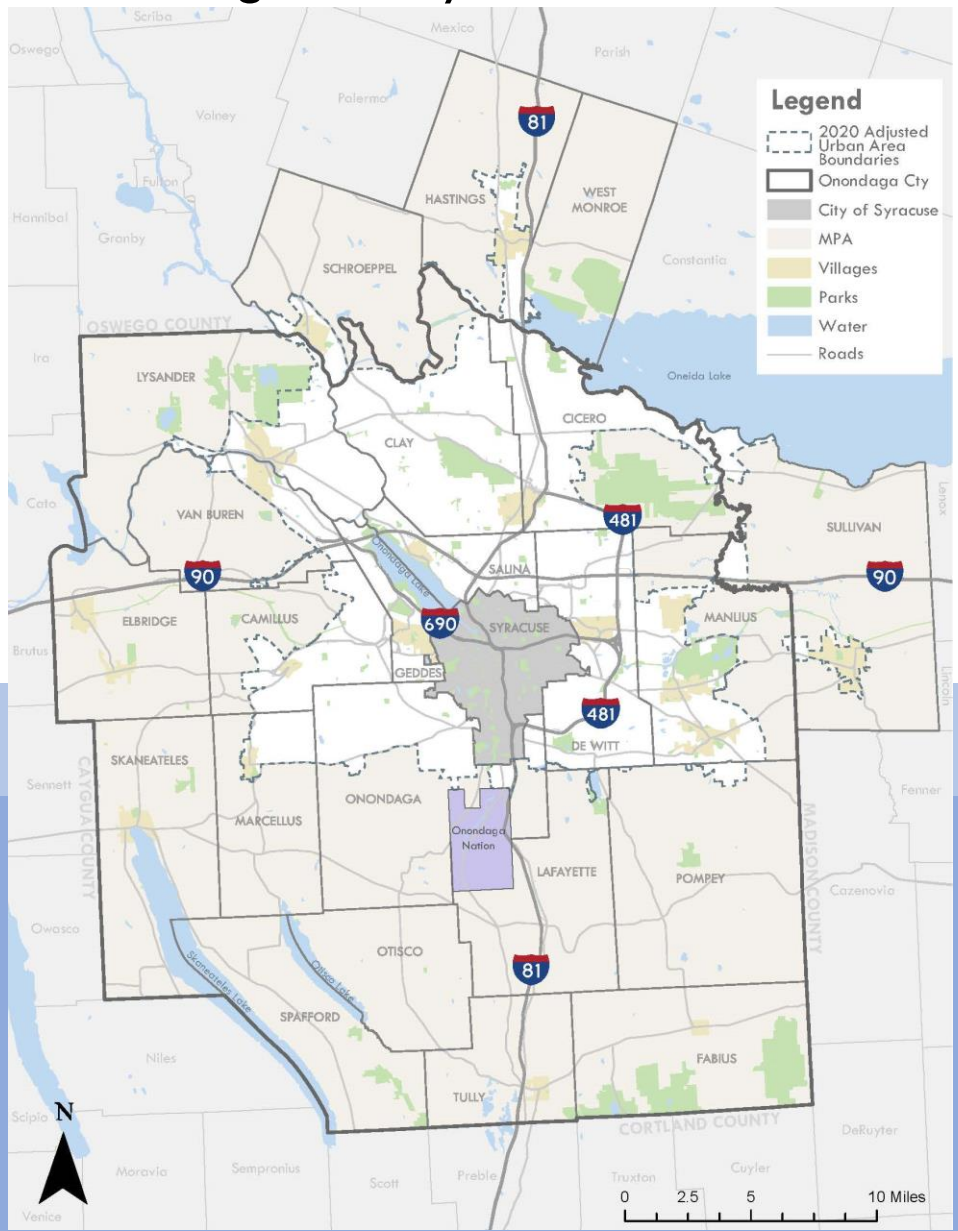
Director

Syracuse Metropolitan Transportation Council (SMTC)

Who is the SMTC?

The Syracuse Metropolitan Transportation Council (SMTC) is the Metropolitan Planning Organization for the Syracuse region.

Transportation planning efforts focused within Onondaga County, the towns of Hastings, Schroeppel, and West Monroe in Oswego County, and the Town of Sullivan in Madison County.



For more information, see our website:
www.smtcmpo.org

Member Agency:

- CNY Regional Planning and Development Board (CNY RPDB)
- CNY Regional Transportation Authority (CNYRTA)
- CenterState Corporation for Economic Opportunity (Centerstate CEO)
- City of Syracuse
  - Office of the Mayor
  - Common Council
  - Planning Commission
- New York State
  - Department of Environmental Conservation (NYSDEC)
  - Department of Transportation (NYSDOT)
  - Thruway Authority (NYSTA)
  - Empire State Development
- Onondaga County
  - Office of the County Executive
  - Legislature
  - Planning Board

Non - Voting Members:

- Onondaga Nation
- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Madison County Board of Supervisors – Chair
- Oswego County Legislature - Chair

What is a Metropolitan Planning Organization (MPO)?

- A Metropolitan Planning Organization, or MPO, is a transportation policy-making and planning body made up of representatives of local, state, and federal government and transportation authorities.
- The Policy Committee is the designated MPO.
- The MPO is charged with the comprehensive, cooperative, and continuous transportation planning process for a metropolitan area.

SMTC

Planning for Growth:

- Real expected growth spurred by Micron and anticipated spinoff development
  - Previous planning was for little to no growth (sprawl without growth)
  - Now planning for many thousands of jobs and tens of thousands of **new** households

- Land Use decisions matter in a different way then before
  - Each new development matters and they can set the stage for a new vision

- Community members have been requesting "New" and/or "Enhanced" Transit Options
  (as a related factor to deal with new housing growth particularly in northern parts of Onondaga County)

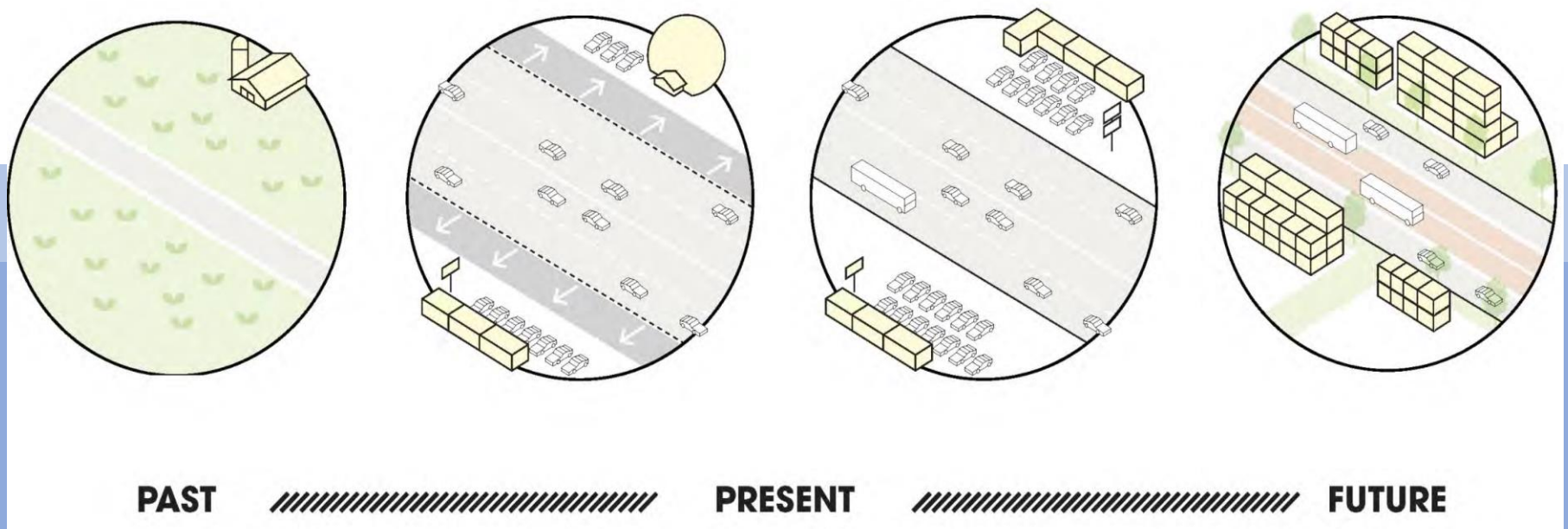


Image source: Stantec

SMTC

New or Enhanced Transit:

- ***Route 31 Transit Corridor Assessment***:
  A planning study that examines what land use development would likely have to look like to "work" with various transit options.

  - Rail, Streetcar, Bus Rapid Transit, or simply enhanced transit service

SMTC

New or Enhanced Transit:

- Once land is developed and housing is built, changes are often too difficult – so we have one shot to plan this right.
  - But what does right mean? **<u>Up to the local land use decision makers.</u>**

- The SMTC's transit corridor assessment will help visualize the intensity and the mix/type of housing and commercial development necessary to support transit options

- If we build like we have been building for past 30+ years – enhanced transit in northern suburbs is unlikely to work successfully

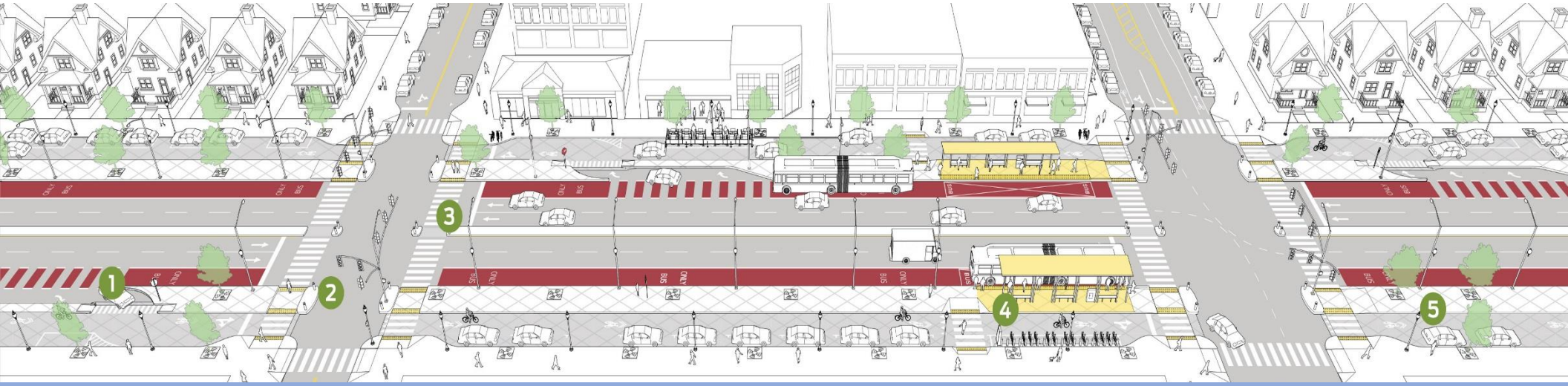


Image source: Transit Street Design Guide, NACTO

SMTC Transit Assessment:

- Stantec is leading our study – which is just beginning.
- Their follow up presentation will highlight what transit corridor planning can look like and what it can result in (not for the Route 31 corridor specifically – but in general)
- Please keep in mind we have the opportunity to plan and do something different that will live on for decades – or we can keep doing the same thing.
- NYS = Local Land Use Control = It's up to You!
    - Local decision makers to decide and encourage the type of <u>development</u> they want to get the corresponding type of <u>transportation system</u> a community wants – ***different*** will not happen by accident

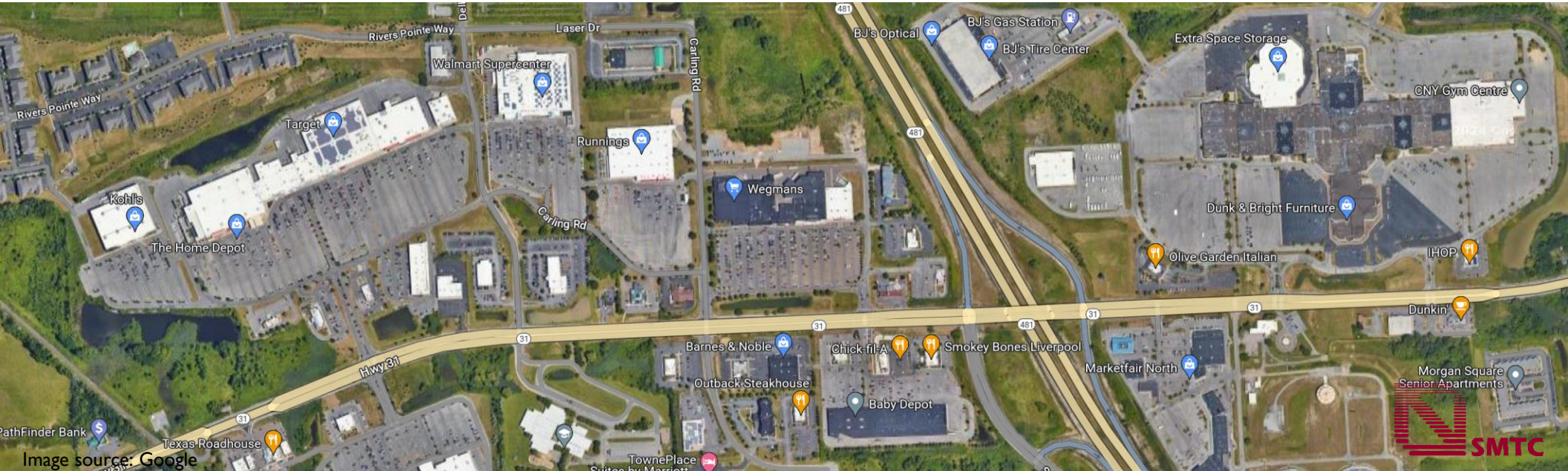


Image source: Google