Transit & Land Use Coordination

What transit needs & how to get it

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Design of On-street Transit Stops & Access from Surrounding Areas*

- Street connectivity
- Street design
- Surrounding land uses
- Location of stops
- Design of stop

APTA Recommended Practice SUDS-UD-RP-005-12

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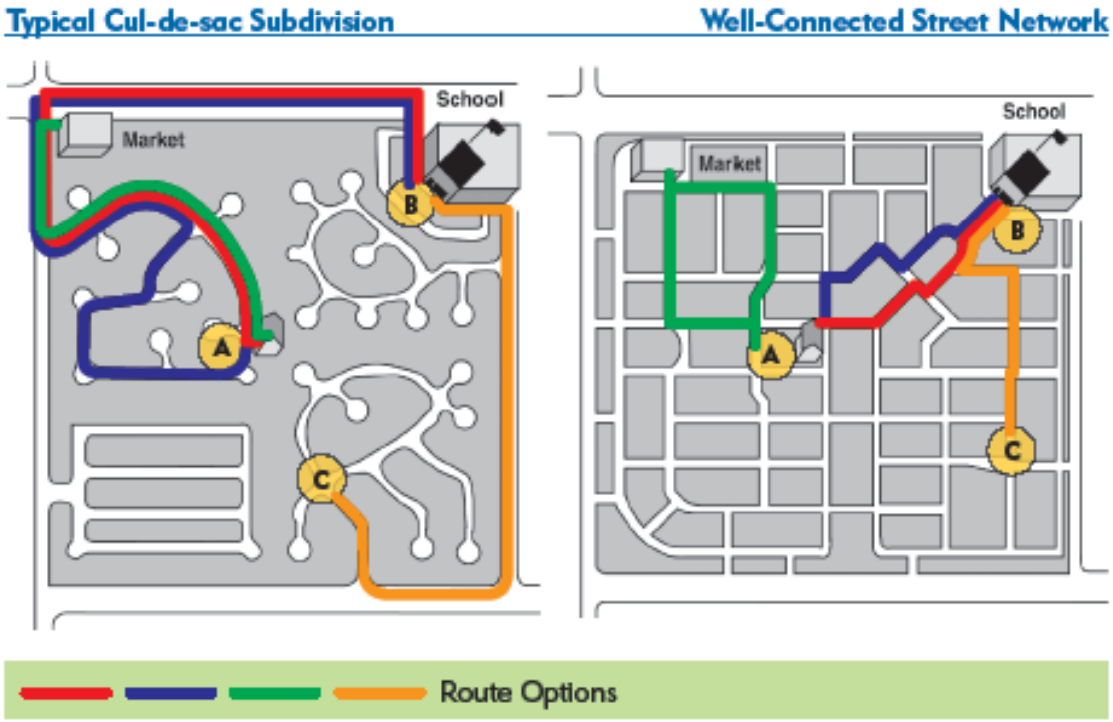
Location of Stops-Options

- Spacing
- Near side v. Far side v. midblock
- Curb running alternatives
- Center running alternatives
- Bump-outs, pullouts, other geometries

Design of Stops-Basic needs

- Visibility of transit
- Service information
- Surrounding destinations
- Secure & comfortable waiting facilities
- Space for transit vehicle to stop safely
- Space for boarding
- Possibly facilities for bikes

Street connectivity- Good



One path, frequently indirect, or many options, direct routes

LEED-ND: Minimum of 140 intersections per square mile (54 intersections/square kilometer)

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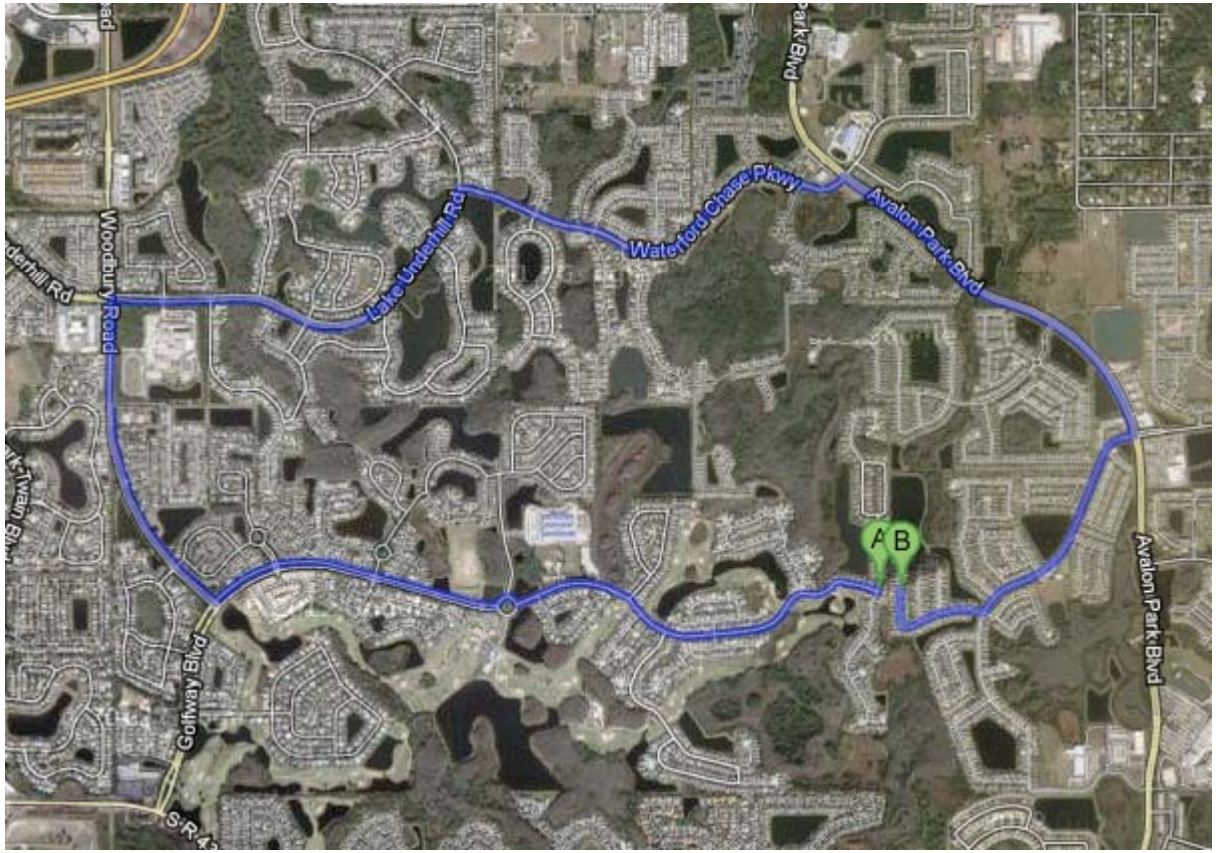
Street connectivity-Bad



Extreme case: two houses share the back fence but are connected by a 7-mile route.

LEED-ND: Minimum of 140 intersections per square mile (54 intersections/square kilometer)

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Street design- Walkable

Transit needs pedestrians, pedestrians need space, safety, and other people

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Street design- Complete street

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Surrounding Land Uses- Riders

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Great Downtowns: Ultimate TOD

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Think Bikes- bike connections to transit

How can we get Street connectivity, street design, and surrounding land uses right?

- Planning & Zoning for future transit
- Planning & Zoning around existing transit
- Development Review near transit

Planning for future transit- Be transit ready

- Plan the streets for transit
  - Streets adjacent to rail transit have special safety needs
  - Streets that have bus service, or that will have bus service (rail service should always be designed for bus connections) must meet bus operational needs
  - Streets in the transit station area need connectivity, walkability, and facilities for bike access to transit
- Zone for efficient transit
  - Transit needs density, walkability, and multiple uses to have ridership throughout the scheduled service
  - Some uses belong in transit-rich areas; some don't

Planning around existing transit- Be transit friendly

- Focus transit-using developments on transit corridors & in station/stop/terminal areas
- Concentrate growth in transit-served places
- Locate affordable housing near transit where possible and in transit-ready places where not
- Discourage uses with low ridership potential
- Prohibit street designs that reduce transit safety
- Think bike access to transit

Parking requirements

- Parking requirements may not reflect reality, see the Seattle study & calculator on parking:
  - http://metro.kingcounty.gov/up/projects/right-size-parking/
  - http://www.rightsizeparking.org/
- Parking is generally low-value, high-cost development; a station area has limited land
- For urban transit station areas, parking minimums should be reduced or eliminated

Development review- Add transit to the checklists

- Transit makes noise; developers need to know this.
  - Suggest or even require mitigation such as double-paned windows, more insulation
  - Suggest or require parking located next to the transit, bedrooms away from transit
  - Be very clear that the transit horns, bells, and whistles are needed for safety and are therefore permanent
- Streets and roadways with rail transit have safety needs.
  - Parking, if any, parallel only. In some wider streets, reverse-angle parking might be possible, but front-in angle parking should be prohibited
  - No loading docks should be allowed on the street next to the tracks to prevent all possibility of having a truck back on to the tracks

More items for Development review

- Bus routes and bus stops of high-frequency routes should be noted during development review as existing conditions and not likely to change
- Proposed developments need to know that a bus stop often cannot be relocated
- Developers should be informed of the existing bus service and stops and should understand that service may increase, decrease, or otherwise be modified based on transit needs
- Developers with questions or concerns should be referred to appropriate transit agency staff

Actions

- Meet with your local planners and development review staff regularly to discuss transit planning and operations
- Work to embed transit needs into local planning & development review.
- Transit service, both existing and planned should be on all maps, with notes to explain what that means
- Share resources on a regular basis
- Make sure all updates are shared
- Develop local examples; pictures and case studies help
- Add coordinating transit and land use planning & practice into your work plan

Resources

- **Planning for Transit-Supportive Development: A Practitioner's Guide, June 2014:**

  http://www.fta.dot.gov/16046_16042.html

- **APTA SUD-UD-RP-005-12 | Design of On-street Transit Stops and Access from Surrounding Areas**

  http://www.apta.com/resources/hottopics/sustainability/Documents/Forms/AllItems.aspx

Questions?

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