

# Land-Use Planning – A Seat at the Table

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# Transit as Advocate for Pedestrians

- CATA Committee – three members
- Transit input seen as positive – more communities are including CATA
- Mostly new development – but some redevelopment as well
- Developer pays cost in most cases
- Relaxed code regulations

## Pros – Seat at the Table

- Every transit rider starts as a pedestrian
- Developer pays for improvements
- Aware of growth in advance and can plan
- Amenity can be placed for future use
- Has led to a dynamic transit pass program
- **Barriers will be there forever**

## Cons – A Seat at the Table

- Communities require housing developments to enter pass agreement
- CATA currently at a 16% spare ratio on fleet of 71
- Over next 3 years – 7,200 more student beds
- Older developments need work
- Can have literal holes in network

# Literal Holes in Pedestrian Network



# What We Request

- Complete system of pedestrian/bike pathways
- Direct, accessible and lit
- Integrated transit amenities
- Carefully chosen bus stop locations
- Offer to take ownership/responsibility for shelters and benches

# What We've Learned

- Be reasonable – ask for what's needed
- Be consistent- but persistent
- Be prepared to follow-up
- Expect to attend lots of meetings
- You win some – you lose some
- This all takes time.....

# Examples of Developer Supplied Improvements





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# Examples of Developer Supplied Improvements



# Examples of University Supplied Improvements



# Example of Voluntary Improvements



# Example of Voluntary Improvements



# Existing Stops that Need Improvements





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