BUILDING TRANSIT SUPPORTIVE COMMUNITIES

PRESENTATION TO GCTD BOARD OF DIRECTORS

June 3, 2020
• Share GCTD’s mission and services with partner organizations
• Engage with jurisdictions, stakeholders, and developers around land use decisions
• Develop planning tools to enhance transit supportive land use and design
• Show **VMT/GHG** reduction possibilities of transit supportive land use and development
PROJECT PROCESS

• Two community workshops identified focus areas and prioritized strategies
  – Local planners, municipal staff, architects, developers, non-profit leaders, and community advocates

• Workshop materials will educate additional communities about key components and strategies
GCTD’s Challenges to Building Transit–Supportive Communities

- People must complete the first and last leg of their trip to and from a transit station on their own.

- Even when the physical distance is short, issues of comfort and safety make a difference.

- Transit agencies (usually) do not control right-of-way or land use.
Why multi-agency coordination on this issue matters:

- Efficient use of land and natural resources
- Increased transit ridership
- Improved air quality - lower GHGs
- Positive economic development
- Attraction of private investment
- Safer streets for all users
- Stronger sense of community
LAND USE ANALYSIS
GENERAL RECOMMENDATIONS

- Evaluate Barriers to High Density Residential Development
- Assess Relationship Between Employment and High Transit Ridership
- Assess Relationship Between Lower Density Residential and High Transit Ridership
- Ensure Non-Residential Land Uses Allow For Broad Mix of Uses
Independent variables correlating with ridership included:

- Amount of Intersections (Importance of Intersection-Dense Stop Areas Pictured)
- Population (Including Zero-Car, 65+, Disabled, and Minority)
- Job Density
- Presence of Medium-Density Residential Zone
- Parking Regulations
CATEGORIES OF STRATEGIES

- Connected Streets
- Managed Curbsides
- Residential Density
- Job Density
CONNECTED STREETS

- Protected facilities for people bicycling
- Sidewalk/crosswalk infrastructure investments
- Active ground floors along corridors
- New public spaces at intersections
MANAGED CURBSIDES

- Flexible multi-use curb zones
- Target parking utilization rates
- Street closure events and programs
- Micromobility programs (bike and scooter share)
MANAGED CURBSIDES

• Curbside extensions for bus stops
• Curbside extensions for parklets
RESIDENTIAL DENSITY

- Eliminate/reduce minimum parking requirements
- Commuter benefits for tenants
- Increase height limits on transit corridors
- Affordable housing on transit corridors
JOB DENSITY

- Flexibility in allowed commercial uses
- Commuter benefits for employees
- Financing/retention for grocery stores, community banks, and/or small businesses
- Advocate for Business Improvement Districts / Transportation Management Associations
Questions?