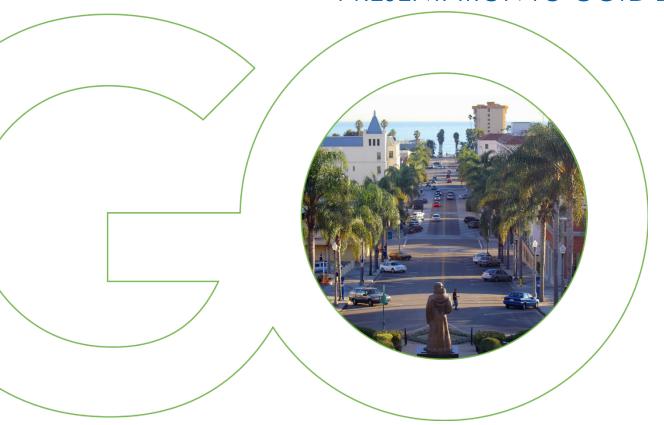
BUILDING TRANSIT SUPPORTIVE COMMUNITIES

PRESENTATION TO GCTD BOARD OF DIRECTORS

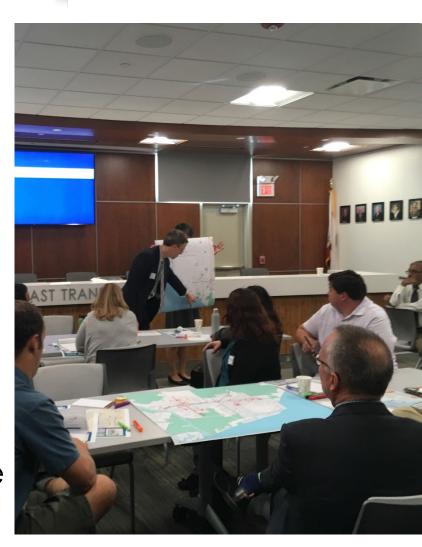
June 3, 2020



PROJECT PURPOSE & GOALS



- 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.



SOLUTIONS FOR TRANSIT & 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

STATISTICAL ANALYSIS RESULTS



- 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



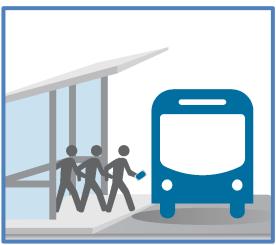
Connected Streets

Managed
 Curbsides

- Residential Density
- Job Density









CONNECTED STREETS





Protected facilities for people bicycling



investments



Sidewalk/crosswalk infrastructure

Active ground floors along corridors



New public spaces at intersections

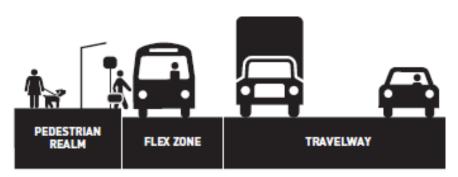


MANAGED CURBSIDES





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



 Financing/retention for grocery stores, community banks, and/or small businesses



Commuter benefits for employees



Advocate for Business Improvement Districts / Transportation Management Associations



Questions?

