Integrating Transportation & Land Use – A key to sustainability

Concepts, Principles & Guidelines

Revitalizing the Suburbs Conference
Mobility & Access Session
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Presentation Flow

- VTA Background
- Santa Clara County / Silicon Valley Issues
- Community Design & Transportation Program
- What is a sustainable development pattern?
- Visualizing more sustainable development patterns
- VTA Programs / projects
What VTA Does

- Congestion Management Agency (CMA)
- Countywide Transportation Planning
- Local Transportation Ballot Measures
- Transportation Programming
- Transit Planning
- Transit Development
- Transit Operations
- Highway Planning & Construction
- Commuter Rail Service
- Joint Development
- Regional Transportation Partnerships
Santa Clara County

- 25% of region’s population
- 30% of region’s jobs
- Silicon Valley; ~70% of region’s high-technology jobs
- 500k new residents by 2030 (30% growth)
- 29% region’s job growth
- San Jose – 3rd largest city in California
Santa Clara County Issues

• Most projected growth in the Bay Area
• Jobs / Housing imbalance
• Sprawling, single use, low density development
• Auto-dominated development pattern
• Many-to-many trip making pattern
• Opportunities - A range of transportation assets – transit, trails, bike lanes, HOV network
So what’s a transportation agency to do?

Can’t build our way out of congestion

VTA’s Community Design & Transportation (CDT) Program

A program for integrating transportation and land use
Whom its for....

- VTA
- Policy makers
- Member Agencies (cities)
- Designers & Developers
- The Community
CDT Program Purpose

- Achieve VTA Goals
- Shepherd in a new paradigm
- Assist Local Governments
- Influence Policy formation and Urban Design
- Provide Tools & Incentives
- Educate & Advocate
CDT Program Goals

• Maximize the utility of transportation and infrastructure investments
• Highest & best use of urban land
• Create O&Ds along transit routes
• Increase ridership
• Build strong, vibrant communities that are more lasting and sustainable
• Generate policy changes
Local Agency Support

- 18-month process
- Individual work with all 15 cities/towns and county governments
- Endorsements by formal Council / Board actions
- Cores, Corridors and Station Areas
VTA Core, Corridor & Station Areas

This map shows VTA's priorities for supporting concentrated development in cores, corridors and station areas. The map includes areas where transportation investments can support concentrated development but where agency policy is not presently explicitly supportive of VTA land use objectives.
CDT - Key Concepts

• Place-making
• Choice
• Access by Proximity
• Interconnection

Building Synergy based on Long-range Vision & Incremental implementation
CDT – 10 Principles

• Target Growth in Cores, Corridors & Station Areas
• Intensity Land Uses & Activities
• Provide a Diverse Mix of Uses
• Focus on Existing Areas
• Design in Context
• Design for Pedestrians
• Create a Multimodal Transportation System
• Establish Streets as Places
• Integrate Transit
• Manage Parking
CDT Manual Structure

Need & Key Concepts → Principles → Practices & Actions → Visioning → Implementation
CDT Manual Chapters

1 - Introduction – need, purpose, key concepts
2 - Principles
3 - Development and Design (practices & actions)
4 - Multimodal Approach to Streets (practices & actions)
5 - Model Places
6 - The Role of Local Government
7 - Implementation: Overcoming Barriers and Creating Opportunities for Change (opportunity areas and strategies)

* Appendices
Appendices

A - Community Planning for Bus Transit
B - Community Planning for Rail Transit
C - Community Planning for Station Areas
D - Development Density Recommendations
E - Multimodal Street Design & Treatments
F - Multimodal Field Surveys
G - Model Policy
H - TDM Programs and Strategies
I - Accessibility Integration for Persons with Disabilities
J & L – Bibliography & Glossary of Terms
CDT Grant Programs

- Planning
- Capital

Formal endorsement
CDT Planning Grants

- Currently funded at ~$475k per cycle
- Policy and Capital Planning Projects
- Local dollars
- Monitoring Program - VTA review and input
- Master plans, pedestrian plans, streetscape plans/improvements
CDT Capital Grants

• Criteria and process adopted by VTA Board in March 2006
• 1st Cycle $8.8 million
• Bay Area region – $15.4 million
• All projects must have a transit and pedestrian component – and be in a core, corridor or station area
• Station area access & imp. Plans; streetscapes / main street imp.
Before moving on........

Can we sustain our current development patterns?

Should we?
What does a Sustainable Suburb Need?

- Pedestrian orientation / human scale details
- Interconnected streets and bike/pedestrian travel routes
- Re-thinking street design and parking standards
- Integrated network of origins and destinations
- Access to transit (integration)
- Multimodal travel options – *with more emphasis on transit*
What does a Sustainable Suburb Need?

• A long-range vision
• Build whole communities
  – A range of housing types
  – Recreation
  – Urban services
  – Schools
  – Shopping / Commercial (externalize)
Policy issues

• Get cities back into the business of planning and designing cities
• Evolve flexible and adaptable policies and regulations
• Create incentives for desired development patterns
• Act locally, think regionally
• Implement plans
CDT Key Concepts

Keys to Sustainable Suburban Development

• Place-making
• Choice
• Access by proximity
• Interconnection
Place-making

• Plan and design for pedestrians
• Community identity
• Unique and vibrant areas
• Revitalize the street
• Build to last
Choice

• Housing locations and types
• Job locations
• Multimodal Transportation & routes
• Mix activities
Access by Proximity

• Mixed use – vertical and horizontal
• Higher density in key locations
• Integrate transit
• Walkable environments
Interconnection

- Removal of barriers
- Through routes
- Alternative routes (alleys, paths, etc.)
- Direct routes
- Attractive routes
- Last mile (shuttles & community bus)
Principles and Concepts

Applied
Arterial Transformation
Arterial Transformation
Arterial Transformation
Arterial Transformation
Arterial Transformation
Arterial Transformation
Stepping down density from a Transit Corridor
Stepping down density from a Transit Corridor
Stepping down density from a Transit Corridor
Cupertino, CA
Stevens Creek Blvd
Cupertino, CA
Stevens Creek Blvd
Cupertino, CA

Stevens Creek Blvd
Santa Clara, CA
El Camino Real
Santa Clara, CA
El Camino Real
Santa Clara, CA
El Camino Real
Santa Clara, CA
El Camino Real
Creating “Place” for Streets - Residential
Creating “Place” for Streets - Residential
Creating “Place” for Streets - Residential
Shopping Mall Transformation
Shopping Mall Transformation
Shopping Mall Transformation
Strip Mall Transformation
Strip Mall Transformation
Light Station Rail as Neighborhood Focal Point
Light Station Rail as Neighborhood Focal Point
Light Station Rail as Neighborhood Focal Point
Light Station Rail as Neighborhood Focal Point
Redevelopment Near Train Station
Redevelopment Near Train Station
Redevelopment Near Train Station
Redevelopment Near Train Station
North San Jose Development Policy

- Deficiency Plan
- Transit, Ped, Bike Improvements
North First Street (Bonaventura Station)
North First Street (Bonaventura Station)
North First Street (Bonaventura Station)
North First Street (Bonaventura Station)
NORTH SAN JOSE
VISION 2030
Ongoing & Future Efforts

• Joint Development
• HOT Lanes
• Comprehensive Operations Analysis (COA), Market Segmentation Study
• Transit Sustainability Policy
There are those who would misteach us that to stick in a rut is consistency - and a virtue, and that to climb out of the rut is inconsistency - and a vice.

Mark Twain
End