

Breakout Group Session Notes

Network – A New CNU Transportation Initiative

April 5, 2008

Network and Transit

The following are notes from the discussion between participants in the Network and Transit workgroup. Based on my recollection of the discussion I have paraphrased some of the discussion points beyond the bare notes from the notepad. Any clarifications, corrections or additions from anybody who took part in the conversation are more than welcome and can be shared via e-mail.

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General Discussion:

- We must focus on qualifying scale of transit networks up front. i.e. - regional commuter rail is very different in how it interfaces with land use and non-motorized networks than community light rail or local bus service.
- Consider America 2050 Study – perhaps CNU could tie into this effort (go to http://www.america2050.org/about_america_2050 for more information)
- Consider NARP Vision document (go to <http://www.narprail.org/cms/index.php/resources/list/C50> for more information)
- Outcomes of the network group can be used to inform the development of standards through APTA's Sustainability and Urban Design Standards Program due to the overlap between these two groups.
- There was largely agreement that the transit technology discussion should be set aside, if only until the bi-picture relationship of network and transit and community structure and transit have been established.
- Use Metropolitan Planning Organizations (MPOs) to address regional transit planning issues
- Quandary of transit planning: serve existing (low density) uses or shape future use concentrations? Need to really do both but this has budget and therefore implementation implications.

Transit Integration at the Community and Neighborhood Scale

- (Quality and success of) Transit and (Quality of) Place are closely related
- Today, arterials – the thoroughfares with which important transit routes are typically aligned – are dividers and not connectors. They are unfriendly places for pedestrians, bicyclists, transit riders, and the handicapped (and seniors, children) to be in. Improvements to these corridors need to be made to provide a better transit experience.
- Need multimodal corridors that are also a place and therefore enhance the transit experience.
- Parking and transit are linked through land use intensity

- Need to consider employment centers as targets for transit
- Office uses should be located within first 600 feet of quarter-mile from transit stops/stations. – The big thought here was that CNU needs to better understand land uses that work around transit stations. Transit supportive environments cannot be only form-based, need to recognize that there are links to specific uses.
- Better trip generation research is needed (TRB solicitation for “Trip-Generation Rates for Transportation Impact Analyses of Infill Developments” is out and research is likely to begin in Fall of 2008 – for more information, go to <http://www.trb.org/TRBNet/ProjectDisplay.asp?ProjectID=1616>). This research will help to address transportation impacts associated with infill development – and TOD – both fundamental components in better integrating transit into existing urban environments.
- Need to examine transit and walking networks from the perspective of NON-commute trips.
- “Transit streets” should be spaced at quarter to half-mile to provide better access to transit.
- Transit City vs. City with Transit, we need the latter.
- Need to be clear about what places are linked by transit and what network /land use patterns create that environment.
- A well-connected street network can enable other modes and help to decongest freeways by taking local trips off of roadways that carry a high share of regional or through trips.

National Transportation

- Need to address both transit/transportation at the large scale (city-to-city, long distance travel) and integration of transit at the community/neighborhood scale.
- Cannot neglect the importance of long-distance travel: Take 100 US cities and think about sustainable national (train) connections
- Transit has to be considered as integral to the discussion of regional growth and land use patterns.

What is needed to move this forward?

- Need a series of diagrams that addresses integration of land use and transit and non-motorized modes at all scales (street/block, corridor, neighborhood, city, region)
- Need to link transit to “place” and connect transit network to the development of sustainable, livable regions.
- Need material that can be understood by the general public – i.e. easily digestible “sound bites” on key concepts
- Need to make much more explicit how New Urbanism relates to transit; use new facts about relationship between centers of activity and transit.
- Transit has to be explicitly considered in form-based coding.