Transit Hubs and the Future of Mobility Choice

Rocky Mountain Land Use Institute
Thursday March 7, 2019
Panelists

Ann Bowers
Principal, Fehr & Peers

Don Hunt
Managing Director
Denver Mobility Choice Options

Art Pierce
Group Manager
Portland OR Bureau of Transportation

Don Elliott
Director, Clarion Associates
Key Questions

1. Public Investment or Private Development?

2. A Building or a Place?

3. Will there Be More than One?

4. Private Property or Public Realm or Public Right-of-Way?

5. Primary Use or Accessory to Something Else?

6. How Prescriptive?
Public or Private?

1. Making public investments
   - Building it – or subsidizing it?
   - Bigger or more unique facilities – more likely to involve public facilities
   - The “but for” question

2. Regulating private building activity
   - Zoning
   - Use controls
   - Layout Standards
   - Design Standards
Will There be More than One?

1. **Only one**
   - Consider permit or PUD
   - Don’t create a new zone district for one facility

2. **More than one**
   - A new definition . . .
   - Added to some of the zone districts . . .
   - As a permitted use (with use standards) if possible . . .
   - May need to be a conditional use because of inherent traffic, circulation, and access impacts
A Building or a Place?

1. **Why a Building?**
   - Amenities
   - Waiting areas
   - Modes that require indoor storage?

2. **Many mode changes happen in a place – not a building**
   - Bus stops
   - Transit stops
   - Park-n-Rides
   - Kiss-n-Rides

NOTE: All building- and place-based strategies have a risk of not aligning with personal needs for mode changes
Primary or Accessory?

1. Why a primary building or use?
   - More land and investment needed
   - Fewer potential investor/developers interested

2. Mode changes by themselves don’t make much money – but they might help other primary uses make more money
   - Ground floor of a commercial building?
   - Accessory building?
   - Parking lot use of a commercial or residential building
Whose Property?

1. Private Property

- Parking garage or lot or staging area
- Mixed use structure with ground floor mobility point
- Single-use private business with micro-mobility point
Whose Property?

2. Public Realm

- A broader sidewalk micro-mobility point
- Micro-mobility points co-located with bus / transit stops
- Micro-mobility points co-located with designated shared vehicle drop-off points
- Don’t forget Nollan and Dolan
Public Right-of-Way?

3. Curbside Management

- One of the first impacts of TaaS (with or without drivers)
- Lots of demand to have pick-ups, drop-offs, and multiple modes available in a few locations
- Changing on-street parking to pick-up drop-off points
- Pop-up Mobility Stops?
- Expanded Bus Stops?

sfstreetsblog.com
miheadlomes.com
3. Travel Lane Management

• **THE** key issue to address:
  - Priority for shared vehicles
  - Charges for single-occupancy vehicles
  - Licensing to require equitable service to distant, isolated, low-income neighborhoods
  - Allocating space to prevent conflicts between modes
How Prescriptive?

Not very – (Don’t overdo it)

- Design and layout are less important than:
  - Allowing it to happen
  - Allowing it to change as mobility choices change
  - Keeping costs reasonable so smaller / accessory actors and uses can respond to the market

- Avoid zoning to a picture – the perfect can easily become the enemy of the good.
  - Nobody comes to a party with too many rules
  - Focus on what has to go right for this to work
Questions and Discussion

Ann Bowers
Principal, Fehr & Peers
a.bowers@fehrandpeers.com

Don Hunt
Managing Director, Denver Mobility Choice Options
dhunt@anteronet.com

Art Pierce
Group Manager, Portland OR Bureau of Transportation
Art.Pearce@portlandoregon.gov

Don Elliott
Director, Clarion Associates
delliott@clarionassociates.com