

# Transit Hubs and the Future of Mobility Choice

**Rocky Mountain Land Use Institute**  
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# Panelists

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Principal, Fehr & Peers



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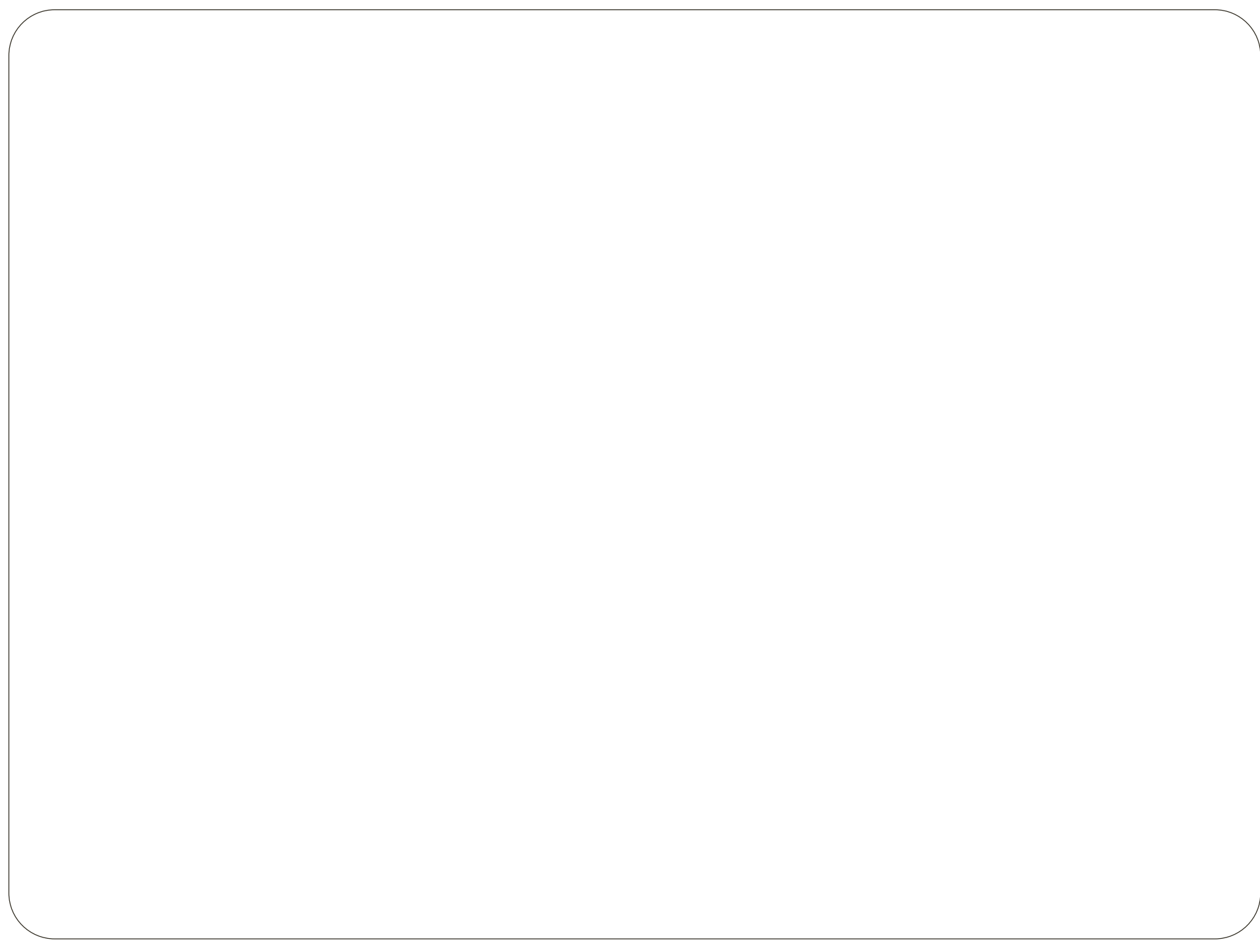
Group Manager  
Portland OR Bureau of Transportation



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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



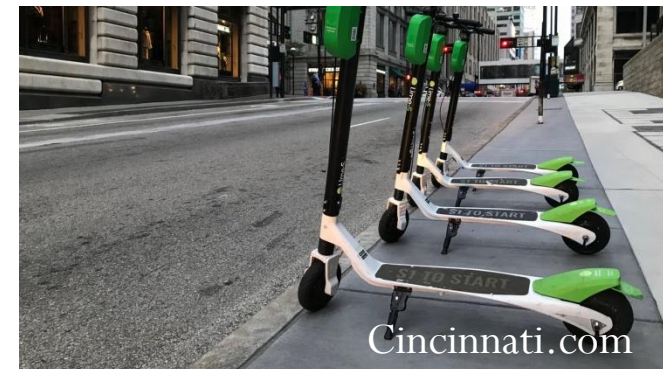
# Will There be More than One?

## 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

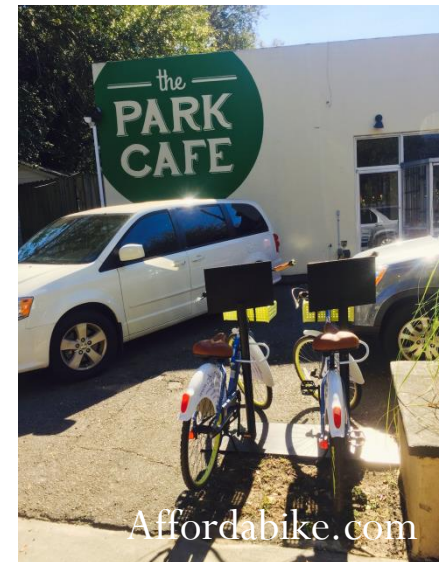




# Whose Property?

## 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?



# Public Right-of-Way?

## 3. Travel Lane Management

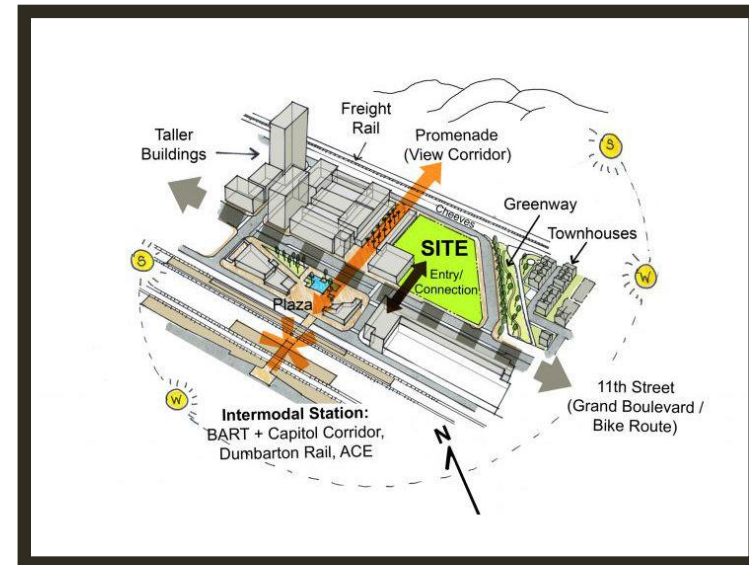
- THE key issue to address:
  - Priority for shared vehicles
  - Charges for single-occupancy vehicles
  - Licensing to require equitable service to distant, isolated, low-income neighborhoods
  - Allocating space to prevent conflicts between modes



# 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

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