Transit Oriented Development and Bus Rapid Transit

PCRG Community Development Summit
May 25, 2011

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What is Transit-Oriented Development?

- Development actions designed to promote public transportation as a catalyst to facilitate land use, economic, community and social benefits.

- Create vibrant places where people can live, play, learn, work and invest.
Characteristics of Transit-Oriented Communities

- Designed to increase connectivity and access for all modes including pedestrians, bicycles, autos, transit
- Walkable and pedestrian scaled
- Mixed uses
- Denser development
Beneficiaries of Transit-Oriented Development

- Communities
- Developers and Businesses
- Transit Customers
Benefits of Transit-Friendly Development

For the Community:

- Revitalized neighborhoods and urban centers
- Makes communities competitive by increasing choices in housing, employment and retail opportunities
- Reduced expenses for infrastructure

Development clustered around the Mt. Lebanon LRT Station area
The Benefits of Transit-Oriented Development

For Developers and Business Owners:

- Expanded markets for customers, labor and residents
- Potential increases in property values, rents and building occupancies
The Benefits of Transit-Oriented Development

For Transit Customers:

- Create a pedestrian-friendly environment for transit customers
- Improved transit access
- Mobility independence
- Reduced transportation expenses
TOD and Bus Rapid Transit: Transit Development Plan

• Comprehensive Assessment of Port Authority’s transit system focused on reallocating resources to make system more cost-effective, efficient and serve new markets

• Recommended BRT in Downtown – Oakland – East End Corridor
Transit Development Plan Proposal
Proposed BRT Corridor

- Encompasses Downtown, Uptown and Oakland; 3+ miles (May extend east of Oakland)

- Includes the most intensely developed communities in Southwestern Pennsylvania Region

- Downtown and Oakland 2\textsuperscript{nd} & 3\textsuperscript{rd} highest employment centers in Pennsylvania

- One of the busiest transportation corridors in Region
Downtown Pittsburgh

- Employment, office retail, government, cultural
- 110,000 jobs
- 5,200 residents
- 50%+ of workers commute by transit to Golden Triangle

Source: Pittsburgh Downtown Plan
After 50 years of disinvestment, plans to redevelop area are underway

Duquesne University, Consol Center, Mercy Hospital

Source: Uptown Partners
Oakland

- CMU, Carlow & Univ of Pittsburgh
- Major medical institutions
- 20,000 residents
- Diverse population – students, families, professionals, seniors
- Retail & cultural center
- 25% of Oakland commuters use transit
Current Transit Service in the Corridor

- Port Authority’s busiest corridor
- 69,000 average weekday riders (February 2011)
- 33% of PAAC’s total ridership
BRT Characteristics

- Frequent and more evenly spaced service
- Limited stops
- Branding of vehicles and stop facilities
- Stop/station amenities
- Off-vehicle fare collection
- Real time passenger information
Potential BRT Benefits

- Reduced travel times
- Improved service reliability
- Increased transit ridership
- Improved air quality/reduced energy use
- Support transit oriented development and neighborhood revitalization
BRT & Land Use/Livability

- Transportation-land use relationships are key
- Corridor is intensely developed – transportation system must support existing land use
- Opportunities for redevelopment in the corridor and new development
- Corridor is a good application for Obama Administration’s Livability Initiative (EPA-HUD-DOT)
In conclusion...

BRT supports Transit Oriented Development by:

- Enabling development opportunities to facilitate land use, economic, community and social benefits.
- Fostering vibrant places where people can live, play, learn, work and invest.