Transportation Research Board

Best Practices Conference

August 26-28, 2007

“Toward a SW-Pennsylvania Transit Vision”

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Whitman, Requardt & Associates

OUR REGION
Fixed Route Transit Areas
Modes Operated

Intermodal Operations
Transit Vision

- Unconstrained financially
- Mixture of transit services and amenities
- Significant shift in how our region views regional growth and development – to one that promotes compact, pedestrian- and transit-friendly development patterns consistent with a balanced transportation system and preservation of our natural open space
Sources of Transit Funds

• Capital Budget
  – Federal: up to 80%
  – State: 16 2/3% and higher
  – Local: 3 1/3%

• Operating & Maintenance Budget
  – Federal: For Asset Maintenance Only: 18%
  – State: 42%
  – County: 8%
  – Fares: 32%

Challenges

Transit Service & Ridership

12-Month Moving Average & Base Fare
Average Daily Traffic on Regional Transportation Facilities

<table>
<thead>
<tr>
<th>Facility</th>
<th>Traffic (Vehicles)</th>
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<tbody>
<tr>
<td>Public Transit</td>
<td>262,000</td>
</tr>
<tr>
<td>Ft. Pitt Bridge</td>
<td>140,000</td>
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<tr>
<td>Parkway West</td>
<td>112,000</td>
</tr>
<tr>
<td>Parkway East</td>
<td>110,000</td>
</tr>
<tr>
<td>Ft. Pitt Tunnel</td>
<td>105,000</td>
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<tr>
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<tr>
<td>I-79</td>
<td>71,000</td>
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<td>Route 28</td>
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<td>Airport Expressway</td>
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<tr>
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<tr>
<td>I-70</td>
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<td>Route 51</td>
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TRANSIT HANDLES A LOT OF TRAFFIC

North Shore Connector
Recent Transportation Planning Partnership Studies

- 20/20 Transit Vision Study
  - With TOD Toolbox
- Airport Multi-Modal Corridor Study
- Eastern Corridor Transit Study
- Pennsylvania Project
  - High-Speed Maglev

Airport Multimodal Corridor
Creating Transit-Friendly Communities in Southwestern Pennsylvania

Transit Operators of Southwestern Pennsylvania

What is Transit-Friendly Development?

- A wide range of development actions designed to encourage the use of public transportation and take advantage of the markets created by transit
- Development on a pedestrian scale
Characteristics of Transit - Friendly Development

**Walkable:**
- Pedestrian-friendly streets and sites make it easy to walk from one place to another
- Direct pedestrian and bicycle pathways connect neighborhoods and transit stops

**Mixed Use:**
- A diversity of uses to maximize activity at and near transit stations and stops
Creating Transit - Friendly Communities

- Locate development closest to transit stop
- Place parking behind development

Creating Transit - Friendly Communities

- Reinforcement of traditional centers in older communities
- Creation of new town centers in newer communities
Tools for Creating Transit - Friendly Communities

- Zoning code
- Mixed-use zoning districts
- Development standards and design guidelines
- Bonus zoning
- Transit overlay district
- Planned residential development
- Station area plans
- Transferable development rights

The Benefits of Transit - Friendly Development

- For the Community
  - Creates centers in new communities and reinforces existing centers
  - Makes communities competitive by increasing choices in housing, employment and retail opportunities
Transit and Business -
Development along the
Martin Luther King, Jr. East Busway

- 54 developments 1983-1996
- Fair market value of $302 million
- New construction and renovation of existing buildings
- Retail, office, and residential uses most common
- Another $200 million worth of development 1996-2005
- More development underway

Transit and Business –
Retail Development

Eastside Development Under Construction – East Liberty
Transit and Business - New Retail and Residential Development

Market House Condos and Giant Eagle Expansion - Shadyside

The Regional Vision Scenario

Open space preservation
Agriculture
The Regional Vision Scenario

- Multi-modal:
  - Rail
  - Bicycles
  - Pedestrians

Upgrading and enhancing infrastructure

High and Medium density development:
- Mix of uses
- Corridors, Centers and Clusters
Thank You!