General Discussion:

1. Developers have the greatest influence over land use. How to convince developers to think about bus transit?
   - Buses are flexible which is a disadvantage
   - Buses are invisible

   Transit agency needs to establish presence / permanence / predictability of bus stops
   - Focus on natural focal points (e.g. Seniors homes)
   - Site planning (e.g. bus stop in front of stores / offices; convenience to users, etc.)
   - Enhance bus stop design (e.g. markers, make distinctive)
   - Electronic displays of next bus arrivals

   It is easier to create the impression of permanence for BRT / Rapid Routes lines:
   - Distinct stops
   - Public space and amenities
   - Maps
   - Use of ITS technology
   - Use of branding
   - Painted roadways

   Transit agency needs to develop a dialogue and partnerships with developers (and municipal planners)
   - Convince developers to pay for stop amenities, enhanced pedestrian access, etc. (however the higher quality stops and amenities need to be appropriately maintained)
   - Convince developers to design their developments to be more street-oriented

   The corollary is for transit agencies to become involved in the development plan review process
• Become formally involved if possible
• PACE also offered informal review sessions to developers prior to formal submission of plans for permits
• The advantage for developers would be to expedite approval process

Transit agency needs to develop Transit-Friendly Development Design Guidelines. These help to articulate for the benefit of developers and municipal planners development requirements from a transit agency’s point of view. These should cover:
• Site planning
• Traffic engineering
• Stop placement and design
• Pedestrian capture area: walkability (including the possibility of retrofitting pedestrian access where none exists)

Examples of Transit-Friendly Development Design Guidelines can be found on the web:
• PACE
• AC Transit
• Calgary Transit
• Ontario Ministry of Municipal Affairs and Housing

It is critical for developers and municipal planners to understand the importance of pedestrian access
• Transit agency should support (or insert) pedestrian plans into city planning efforts
• Educate them about the “Complete Streets” concept

2. How to get support of decisionmakers / key stakeholders
• Sources of support for transit vary by location: metropolitan, municipal, etc.
• Need outreach and dialogue: who do city councilors listen to?
• Useful to have a champion, but how to find s/he or them?
• Could be any of the following: Mayor, Renegade councilor, legislator, advocacy group (disabled community, environmental group), MPO, etc.
• Get them on the bus: organize bus trips with stakeholders for ribbon-cutting events
• Have a good citizen participation process.
• Use ADA process

3. Special Issues Related to Greenfield Development
• How to establish warrants for new service in new subdivisions?
• Service standards (or Guidelines) can be useful in establishing basic rules for both developers and politicians, and can then serve as basis for negotiations.
• Development design guidelines are needed to define acceptable street design so that the subdivision can be served by transit
• Identify in advance bus routing and stops.
• Bus routing plans should foresee transit paths linking adjacent subdivisions (Canadian cities sometimes use transit-only streets to connect adjacent subdivisions; these connections can even bar through-traffic through the use of bus-activated gates)
• How to fund service expansions into developing areas? **How to get developers to contribute**? What formulas or experience exists with the use of **assessment fees for funding bus operations**?

4. Special Issues Related to Infill Development
• Need to develop new street layout that meets transit’s needs in terms of turning radius, turn-around and layover locations, etc.

**Research Topics:**

✓ **How to get transportation considerations systematically incorporated into land use and development?**
  • Design for transit, pedestrians and biking
  • Seniors’ Facilities location
  • Health Facilities location (Hospitals, but also Dialysis, Chemo)

✓ **Experience with the use of Assessment Fees to fund transit service into new areas of development**