

A truly effective transportation system accommodates all anticipated modes efficiently. Many comprehensive plans identify issues such as conflicts between bicycle/pedestrian/buggy and vehicular traffic, land use patterns that are not conducive to transit service, and other similar situations. These conditions can, in turn, lead to safety concerns and congestion.

A wide range of tools are available to minimize modal conflicts and provide for transit usage that can reduce single-occupant vehicular traffic, thereby improving safety and reducing congestion. These measures may also have the additional benefit of helping to improve community identification and sense of place through mixed-use developments, bicycle/pedestrian facilities, and a mix of allowable density. The tools listed in this tech sheet can be used to implement the necessary land use controls to encourage and support multiple transportation options within the community.



Parking Considerations

Providing adequate parking reduces conflicts between traveling and parked vehicles and provides a safe means for pedestrians to access homes and businesses. However, some municipalities tend to require significantly more parking than is truly needed, which can lead to problems, such as encouraging greenfield development where land cost is less, encouraging single-occupancy travel, diminishing aesthetics with large areas of asphalt, and producing water quality and quantity issues from parking lot runoff.

There are a number of parking strategies that municipalities can implement to manage parking effectively and encourage the use of multimodal transportation. Municipalities may want to first evaluate parking usage in existing facilities to determine whether current parking requirements are excessive for particular uses. Establishing maximum — as opposed to minimum — parking requirements is one popular strategy to manage parking. Variable parking pricing — under which parking costs increase during peak hours and at locations with higher demand — may encourage increased transit usage or pedestrian activity. Municipalities may also provide for remotely located shared parking facilities. With that scenario, on-site parking is reduced in lieu of shared facilities at a remote location where transit service or bicycle/pedestrian facilities are readily available. The municipal parking facilities may even be funded by fees paid by developers in lieu of building more on-site parking.

ADVANTAGES

- Reducing parking requirements in areas with excessive facilities can lead to more efficient development patterns.
- Reduced parking requirements may facilitate the use of brownfield-type areas rather than large greenfield sites.
- Flexible parking rates with higher rates during peak hours can encourage the use of transit and/or bicycle-pedestrian travel.
- Smaller parking areas can lead to greatly reduced stormwater management issues.



Municipalities can consider flexible parking rates that vary by time of day based on parking demand. Higher rates during peak hours, for example, may encourage transit usage or pedestrian activity.



Site Design & Roadway Standards

There are numerous aspects of a subdivision and land development ordinance (SALDO) or roadway ordinance that can affect multimodal travel opportunities. For instance, standards for bicycle and pedestrian facilities, such as requirements for improved shoulders, dedicated bicycle lanes, crosswalks, and sidewalks, are typically incorporated into a SALDO. Similarly, establishing standards for traffic control signs and signals can improve safety for bicycles, pedestrians, and other non-motorized means of transportation.

ADVANTAGES

- These standards help establish consistent, safe road conditions.
- They typically minimize problems associated with stormwater flooding on roadways and bicycle/pedestrian facilities.
- Requirements can address issues on a wide range of safety concerns and potential conflicts between vehicular traffic and other modes of transportation.



Dedicated bike lanes on Hanover and High streets in the Borough of Carlisle, Cumberland County, are part of the borough's road diet, which restricts vehicle traffic to one lane in those areas. Photo credit: PennLive.



Transit Revitalization Investment Districts (TRID)

TRID boundaries coincide with a value capture area similar to tax increment financing (TIF). TRIDs enable local jurisdictions and the transit agency to share the tax revenues generated by real estate investment to provide the needed infrastructure improvements. The creation of a TRID requires the formation of a partnership among local governments, transit agencies, and the private sector. TRIDs may be a useful tool to facilitate and implement transit-oriented development (TOD) in communities that have identified public transit, redevelopment, and community revitalization objectives within their comprehensive plan.

ADVANTAGES

- TRID locations, with close proximity to transit stations, are intended to support ridership and encourage denser and more walkable communities.
- TRID can support investment on underutilized areas with transit access.
- TRID development can create transit villages by stimulating public private partnerships, establishing value capture areas, and encouraging private sector investment.



Rochester Borough, Beaver County, has been at the forefront of integrating land use decisions, transit systems, and community revitalization and was the first TRID in Pennsylvania. This TRID laid the groundwork for Beaver County Transit Authority to make major infrastructure improvements for its transportation center and adjacent business district in Rochester. Adjacent to the Rochester Transportation Center is an intersection that was recently updated with a roundabout, funded through PennDOT's Pennsylvania Community Transportation Initiative (PCTI) program. Photo credit: WYTV.com.





Zoning for Mixed Uses and Higher Densities

Mixed-use zoning and accommodating a municipality's fair share of development in smaller, higher-density areas with multiple transportation options can be a significant factor in facilitating transit and multimodal transportation over the long term. An added benefit is reducing the demand for vehicular trips through the area. Municipalities with existing mixed-use development or clusters/nodes of higher-density residential land and those wishing to accommodate future growth in compact areas with adequate infrastructure should seriously consider this technique. Innovative zoning techniques such as traditional neighborhood design (TND), transfer of development rights (TDR), and transit-oriented development (TOD) can help improve transportation system mobility and efficiency.

ADVANTAGES

- Mixed-use zoning can provide for a mix of compatible uses within walking or bicycling distance of residential areas and reduce local automobile traffic.
- This zoning can accommodate a community's fair share of uses within a smaller footprint, helping to preserve more open space.
- A higher percentage of the neighborhood is walkable.
- Bus transit tends to be efficient.
- Neighborhoods often develop a strong sense of community.
- Significant public amenities can be accommodated and maintained.



Many communities have underutilized property. In the case of Marcus Hook Borough, Delaware County, this property was owned by the borough. Instead of selling the land or allowing it to continue as underutilized, the Marcus Hook community designated the land as a site for TOD and successfully turned it into a community asset. In 2005, TOD-supportive modifications to the Marcus Hook Zoning Ordinance were completed. In 2009, the transit revitalization investment district (TRID) financing plan was formally endorsed. Source: PA Transit Oriented Development: Toolkit for Designing and Building Communities around Transit.

Funding:

- Community Development Block Grant (CDBG) for comprehensive plan and zoning ordinance update
- \$68,000 Transportation and Community Development Initiative (TCDI) grant for TOD plan
- \$60,000 Land Use Planning and Technical Assistance Program (LUPTAP) grant for TRID financing plan
- \$25,000 local match for TRID financing plan
- \$50,000 DVRPC grant to finalize TRID financing plan