



Virginia Department of Rail and Public Transportation Multimodal and Public Space Design Guidelines

Steering Committee Meeting #1
March 25, 2011, 10:30am – 12:00pm
Virginia Housing Center
Glen Allen, Virginia

The overall goal of the Multimodal and Public Space Design Guidelines is to expand upon the existing Transit Service Design Guidelines (November 2008) and other related efforts by developing a set of statewide guidelines for multimodal planning and public space design at the corridor, district and transit station area scales. The scope of the guidelines will also include guidance on Transportation Demand Management (TDM) strategies and discussions of multimodal planning approaches most relevant to the Virginia context. A kickoff meeting was held with the Steering Committee on Friday, March 25, 2011, from 10:30 – 12:00PM as an interactive work session with the Virginia Department of Rail and Public Transportation and key stakeholders (including local government staff, planning district commission/MPO staff, transit agencies, VDOT, and other state agency staff representing a broad cross section of viewpoints) to identify key issues and opportunities for developing multimodal connectivity and accessibility guidelines state-wide. The meeting consisted of a presentation and group discussion to affirm the overall goals for the project, a summary of a preliminary best practices review and the approach to identifying prototypical placetypes and corridors in the statewide context. The Steering Committee was asked to provide additional insights on these issues to help solidify the overall approach and outline of content for the guidelines documentation.

The major objectives of this meeting were to:

- Confirm basic goals for the project
- Identify preliminary issues and opportunities for guidelines development

Meeting Participants

Nick Alexandrow, Potomac & Rappahannock
Transportation Commission
Kate Ange, Renaissance Planning Group
Mike Carroll, Greater Lynchburg Transit Company
Cristina Finch, Roanoke Valley-Alleghany Regional
Commission
Jessica Dimmick, Renaissance Planning Group
Amy Inman, DRPT
Marsha, Fiol, VDOT
Vlad Gavrilovic, Renaissance Planning Group
Robin Grier, VDOT/ VASITE
Morton Gulak, VCU College of Humanities and Sciences
George Homewood, New Kent County
Matthew Huston, Arlington Co Dept of Environmental
Services Transportation Division
Sean Kennedy, WMATA
Nancy Lo, VA Department for the Aging
Rebecca Martin, Blacksburg Transit
Joyce Mason-Goode, Petersburg Area Transit
Linda McMinimy, VA Transit Association

Steve McNally, Greater Richmond Transit
Sandi McNinch, VA Economic Development Partnership
Clara Meier, Middle Penninsula Planning District
Commission
Peter Ohlms, JAUNT, Inc
Gabriel Ortiz, City of Alexandria
Benito Perez, Hampton Roads Transportation Planning
Organization
Amanda Poncy, Renaissance Planning Group
Mike Royster, Virginia Department of Health
Daniel Reese, FAMPO/ GW Regional Commission
Elijah Sharp, New River Valley Planning District
Commission
Glen Slonneger, Department for the Blind and Vision
Impaired
Hannah Twaddell, Renaissance Planning Group
Karen Waterman, Hampton Roads Transit
Bob White, Region 2000
Lee Yolton, Richmond Regional MPO/ PDC

Summary of Key Issues and Opportunities

- There is a need to address rural transportation issues.
- Local leaders need to see the benefits of investing in transit and transit-oriented development.
- Coordination between localities should be addressed.
- Other stakeholders should be included.
- Include discussion of funding and implementation strategies.

Flip Chart Notes from Group Discussion:

- Interlocal coordination between localities – need common definitions
- Need rural component – consider utilities and other
- Multimodal solutions for all areas– think to future and what are practical stepping stones to implement 20-30 years in future
- Toolkit for rural local governments for getting transit
- Labor force within 45 minutes of site – use transit to expand commute shed
- Rural component and need to address ADA issues/station area accessibility
- Not good processes at local level to ensure change happens as envisioned
- Thresholds and guidelines
- Development criteria to identify transit ready corridors
- Include compilation of transit plans currently in development – when is transit growth anticipated?
- Consider needs of seniors and their need to access places other than doctors, grocery stores, etc. – complete streets
- Transportation and development have....- access to healthy foods, health care providers, ways communities are designed affect health, Health impact assessments
- Community design/transportation solutions need to be equitable for all populations
- Who has access to transportation already? Consider those who don't – Seattle and San Francisco are good examples
- University/Colleges or other employers are good generators/conveners for transit – what resources can they contribute to help rural transit?
- Implementation and funding strategies
- Districts concepts will be useful -show suburban communities
- Amtrak station area design guidelines (available online) define different station types
- Need to understand different rail types – intercity passenger rail is different. Half of Amtrak station areas are rural
- How can you retrofit existing areas?
- Many places have trolleys – no streetcars in VA yet – how are they used as an economic development tool?
- Opportunity to bring together developers, real estate, home builders, etc.
- Bike/Ped connections with transit
- Sales component – need to show local leaders the value of the effort – tie to economic development
- Invite people from Department of Rehabilitation Services and Hard of Hearing
- Have a definitions section
- Some solutions are good for cars, but not for visually impaired pedestrians (i.e. roundabouts)

- Rural alternative transportation programs – public and private solutions (look at Blacksburg example)
- Multimodal hubs
- Toolkit – what’s needed to sustain alternative transit
- All transit trips in rural areas don’t begin with pedestrians – park and ride
- TDM – best practice examples of low cost/high value
- Infrastructure management priorities within districts (i.e. bus priority lane warrants/thresholds)
- Money saved by enhancing transit in local government budgets
- Case studies that demonstrate best practices – particularly small places in VA
- Funding is difficult. Federal funding structure requires density – chicken or egg: need density, but doesn’t happen for 20 years into future - compare our guidelines to federal structure
- Include energy consumption as metric
- Inter-jurisdictional coordination is important
- Public outreach/education – how to reach out to lower density places to encourage evolution
- How will DRPT use guidelines in interaction with transit agencies
- Importance of interlocal coordination/funding – service is provided and ridership is good, but local leaders don’t see value
- Communities are unique
- How do different modes tie in?
- Hard for elected officials to see outside of their jurisdictional boundaries – let alone outside of VA
- Leadership is influenced by cost/benefit – show how working together will decrease costs and increase benefits
- Toolkit will be great for students and localities
- Economic development/health benefits
- Make livable corridors/communities -don’t just focus on numbers
- Planning to support non-traditional commuting (i.e. slugging in NoVa)
- Land use policies and other (i.e. parking pricing and congestion)
- Bring in military as stakeholders
- Public/private partnerships – Walmart will pay for routes
- What is the role of each level of government?