“Sustainability must be reflected in all our infrastructure investments…
… it implies a commitment to the principles of livability…

The era of one-size-fits-all transportation projects must give way to one where preserving and enhancing unique community characteristics, be they rural or urban, is a primary mission of our work rather than an afterthought.”

Secretary Ray LaHood, US DOT
January 21, 2009
EPA, HUD, and DOT Partnership on Livability

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate and leverage federal policies and investment
6. Value communities and neighborhoods

Source: EPA website (http://www.epa.gov/dced/2009-0616-epahuddot.htm)

Partnership on Livability

- **Enhance integrated planning and investment.** Integrate housing, transportation, water infrastructure, and land use planning and investment.
- **Redefine housing affordability.** Develop housing affordability measures that include housing and transportation costs.
- **Redevelop underutilized sites.** Target development to locations with infrastructure and transportation choices.
- **Develop livability measures and tools.**
- **Align HUD, DOT, and EPA programs.**

Source: EPA website (http://www.epa.gov/dced/2009-0616-epahuddot.htm)

- What does Livability mean to you?
- What is your organization doing to work towards Livability?
What other State DOTs are doing

- Revised Project Process to include more thoughtful Planning Upfront
- Shift to Multi-Modalism
- Emphasis on System Preservation
- Performance Based Programming
- Organizational Change to Increase Planning/Respond to Emerging Issues

What is Smart Transportation?

“Smart Transportation is partnering to build great communities for future generations of Pennsylvanians by linking transportation investments and land use planning and decision making.”

Smart Transportation is about

- Partnership with communities
- Linking land use & transportation decisions/investments.
Between 1990 and 2000....

Developed land in PA increased by 53.6%... But our population only grew 3.4%

1.6 acres were developed for every person added to PA population!
Four BASIC Land Use Tools

- Comprehensive plans
- Zoning
- Subdivision ordinances
- Planning commissions

The Challenge...

<table>
<thead>
<tr>
<th>Region</th>
<th>All 4 Tools</th>
<th>None of the Tools</th>
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<tbody>
<tr>
<td>Northwest</td>
<td>15%</td>
<td>62%</td>
</tr>
<tr>
<td>Southeast</td>
<td>11%</td>
<td>69%</td>
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<tr>
<td>Central</td>
<td>59%</td>
<td>37%</td>
</tr>
<tr>
<td>South-Central</td>
<td>63%</td>
<td>32%</td>
</tr>
<tr>
<td>Northeast</td>
<td>65%</td>
<td>29%</td>
</tr>
<tr>
<td>Southeast</td>
<td>87%</td>
<td>1%</td>
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</table>

Source: An Inventory of Planning in Pennsylvania, Penn State University, 2001
Both roadways have devoted the same width to travel lanes, but there are important differences.
What is missing from this ‘Main Street’?

Ordinances can encourage land uses to treat streets as traffic conduits.
Or, Ordinances can encourage developments to treat streets as part of a Public Realm

Existing Roles

**PennDOT**
- Manage statewide and regional mobility
- Allocate and manage state/federal transportation funds
- Maintain and improve state transportation infrastructure

**MPOs and RPOs**
- Help plan and allocate state/federal transportation funds
- Develop transportation plans (LRTP & TIP)

**Local Government**
- Manage local mobility
- Maintain local circulation system
- Manage and control land use and development

What other Partnering Actions can we take?
Partnering Actions

**PennDOT & Planning Partners**
- Work with municipalities to understand land development decisions and limitations
- Work together to understand how to manage and maintain existing transportation assets
- Understand local planning and transportation goals and align project alternatives with these goals

**Municipalities**
- Make land use decisions based on understanding of long-term transportation impacts and fiscal realities
- Improve local network connectivity
- Adopt ordinances that promote smart transportation (access management, mixed-use, TOD, etc.)
- Promote alternative modes of transportation
- Plan regionally and work with all levels of government

Transportation + Land Use

3 Smart Transportation in Action
Pennsylvania Community Transportation Initiative

Applications received:
403 requesting $600 million

Applications selected:
50 granting $59.3 million

<table>
<thead>
<tr>
<th>Type of Project</th>
<th># of Selections</th>
<th>% of Total Selections</th>
<th>Total Funding for Selected Projects</th>
<th>% of Total Funding</th>
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</thead>
<tbody>
<tr>
<td>Bicycle/Pedestrian</td>
<td>9</td>
<td>18%</td>
<td>$9,230,405</td>
<td>16%</td>
</tr>
<tr>
<td>Roads/Intersections/Local Network</td>
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<td>12%</td>
<td>$9,827,000</td>
<td>17%</td>
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<tr>
<td>Intermodal/Transit-oriented Development</td>
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<td>26%</td>
<td>$14,007,200</td>
<td>24%</td>
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<tr>
<td>Livability &amp; Transportation Planning</td>
<td>13</td>
<td>26%</td>
<td>$7,026,500</td>
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<tr>
<td>Streetscape/Traffic Calming</td>
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<td>16%</td>
<td>$18,158,887</td>
<td>31%</td>
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<tr>
<td>Regional Planning</td>
<td>1</td>
<td>2%</td>
<td>$285,000</td>
<td>0%</td>
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<td><strong>TOTAL</strong></td>
<td><strong>50</strong></td>
<td><strong>100%</strong></td>
<td><strong>$59,284,992</strong></td>
<td><strong>100%</strong></td>
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US Route 202, Montgomery & Bucks County

In 2004, US 202 was planned as an expressway at a cost of $465 million.

Most trips are local trips rather than regional/through trips.

Focus on local leadership and local trips.
Route 202 - as a 2-Lane Parkway for $200 million.

- From concept to construction in 3 years.
- Gained Community and Advisory Group support.
- Saved $185 million.

US Route 202, Montgomery & Bucks County

High Speed Rail
**Queen Street TOD, Lancaster**

- Transit-oriented development
- Partnership among Red Rose Transit, Lancaster Museum of Art, the City of Lancaster, and private developer
- Received PCTI Funding from PennDOT, Green roof funding from EPA

**Queen Street TOD, Lancaster**

- Redevelopment of parking lot into joint-use development
- Bus hub, Art Museum on ground floor, 350-space parking, and residential flats
- Supported by PennDOT through PCTI program
- Construction starting soon

**Route 62, Route 6N, Route 19**

- Multiple land use & transportation planning studies
- PennDOT was part of land use decision-making process that will ultimately dictate transportation needs
Route 62, Route 6N, Route 19

- What the Studies looked into:
  - Existing Land Use Conditions
  - Growth Patterns & Trends
  - Future Land Use Plans
  - Access & Growth Management
  - Zoning & Subdivision Ordinances
  - Community Assets

Route 62, Warren; and Route 6N, Edinboro

- [Image of map and study results]

Meadville 1-79 Interchange

- [Image of Meadville 1-79 Interchange and Eco-Art]
Meadville 1-79 Interchange

Recycling existing materials to preserve our environment

Implementing Smart Transportation

4

1. Increasing Partnership Efforts
2. Changing the Rules
3. Changing the Decision Making Processes
1. Increasing Partnership Efforts

- Sharing Smart Transportation message
- Strategic discussions with partner agencies and organizations and local municipalities
- Outreach activities and interactive workshops with local officials and professionals

2. Changing the Rules

Smart Transportation Guidebook (incorporated with Design Manual 2)
- Use flexible design on all projects
- Increase coordination with local municipalities
- Link existing and future land use contexts and roadway design values
- Design to a desired operating speed

2. Changing the Rules

Revised HOP Guidelines
- Consistency with Smart Transportation Guidebook
- Local coordination throughout process
- Mitigation applied with consistency across the state
- Alternative mitigation strategies including local network, transit, TDM
- Predictable timelines for approval
Aligning HOP Process with Land Development Process

- Submit HOP Scoping
- HOP Scoping Meeting
- Prepare TIS
- Submit Mitigation Plan
- Mitigation Plan Review Period
- Approve TIS and Mitigation Plan
- Prepare Construction Plans
- Construction Plan Review Period
- Construction Plan Approval
- HOP Approved

- Submit Sketch Plan Submittal
- Sketch Plan Public Meeting
- Submit Preliminary Land Development
- Staff Review Period
- Preliminary Land Development Hearings
- Staff/Public Review Period
- Prepare and Submit Final Development Plan
- Land Development Plan Review Period
- Final Land Development Plan Approval
- Building Permit Issued

Alternative Mitigation Strategies

- Vehicular trip credits awarded for
  - Sidewalks and bicycle lanes
  - Employer trip reduction program
  - Transit services
- Improvements on alternate routes
- Access management plans
- Must be implementable and funded
- Cost to developer equivalent to conventional mitigation

Implementing Smart Transportation through HOP:
New Garden Township

Local network being built through HOP Projects
Implementing Smart Transportation through HOP: Lancaster YMCA

- TIS Requirements in Lancaster SALDO: Development shall "promote pedestrian, bicycle and mass transit access to the site."
- Original plan for YMCA: Principal entrance was off parking lot to rear, with emergency exit on front of building
- Revised plan:
  - Main entrance on Harrisburg Pike
  - "Window walls" on work-out room
  - Bus pull-out on Harrisburg Pike

3. Changing the Decision-Making Processes

Revised Project Delivery Process

- Including partners in the development of new process: Municipalities, MPOs/RPOs, Resource Agencies
- Emphasis on planning
- Organizational changes to respond to new focus
- Link Mobility Plan, LRTPs and TIPs – and reduce delivery times
- Develop Smart Transportation selection criteria for TIPs & LRTPs

Current 10-Step Process
Current 10-Step Process

New Process (draft)

Key Changes (draft)
Example: Moderate Roadway Project

Existing Process = 4 years

<table>
<thead>
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<th>Planning</th>
<th>FE Programming</th>
<th>Final Design</th>
<th>ROW</th>
<th>Construction</th>
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<td>1%</td>
<td>30%</td>
<td>5%</td>
<td>30%</td>
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</table>

New Process = 2.5 years

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<th>ROW</th>
<th>Construction</th>
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<td>2%</td>
<td>10%</td>
<td>5%</td>
<td>44%</td>
</tr>
</tbody>
</table>

Smart Transportation

it starts with you

1. **What** Smart Transportation activities **are you doing** already?

2. **How else can we help** you implement Smart Transportation?

3. **What role can APA do** to help?

www.smart-transportation.com