Federally Mandated unifying document in the transportation planning process:

- **Summarizes** goals and performance targets systemwide
- **Assesses** current system performance
- **Inventories** future challenges and needs
- **Analyzes** and **proposes** an investment strategy to be funded over the next 20 years or more
- **Prioritizes** projects under fiscal constraint
- **Connects** to other planning and programming of project (TIP)
<table>
<thead>
<tr>
<th>Background/Current Context</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Existing Plan Policies and recommendations</td>
</tr>
<tr>
<td>• Century V Plan, Wappoo/Dupont Study, Folly Road Corridor, Plan West Ashley</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Roadway Assessments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Effectiveness of options for one-two way conversions, traffic signalization, ITS improvements and travel demand reduction strategies.</td>
</tr>
<tr>
<td>• Complete Street and/or Access Management concepts for specific corridors and intersections</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Multimodal Assessments</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Quality/LOS assessment of major travelways and intersections</td>
</tr>
<tr>
<td>• Integration and refinement of inter-neighborhood connections and bridge crossings from WalkBike BCD</td>
</tr>
<tr>
<td>• Integration of COG/CARTA Comprehensive Operational Analysis</td>
</tr>
</tbody>
</table>
**CHATS LRTP Update**

**APPROACH**

**STAGE I**
- Establish Plan Horizon
- Begin Technical Data Gathering and Identify Regional Characteristics and Outreach Strategies

**STAGE II**
- Develop Vision and Goals
- Initiate update CommunityViz/land suitability analysis
- Existing Safety and Transportation Demand Issues
- Initiate Public Outreach

**STAGE III**
- Project Identification and Prioritization
- Develop Multimodal Strategies and Scenarios for Hot Spots
- Identify projected funding/Financial Plan

**STAGE IV**
- Draft Transportation Recommendations – Hot Spot Corridors and Intersections
- Evaluate Recommendations for Ranking
- Draft Design Guidelines and Tool Kit
- Draft LRTP Document for Public Review and Comment

**STAGE V**
- Submit Draft to SCDOT/FHWA for Review Fiscally-Constrained LRTP
- Present Draft Fiscally-Constrained LRTP to Public and CHATS
- Adopt Fiscally-Constrained LRTP
CHATS LRTP Update

TRAVEL DEMAND MODEL OVERVIEW

- Covers **2,300** square miles (84%) of the tri-county region
- Encompasses Census defined Urbanized Area (UZA) and all land expected to be urbanized within the next **20+** years
- Divides the region into small geographic units known as Traffic Analysis Zones (TAZs)

- Year **2010** represents base conditions and Year **2040** represents horizon conditions
CHATS LRTP Update
TRAVEL DEMAND MODEL COMPONENTS

TAZs
Socio-Economic Data
  Population
  Households
  Employment
  Auto Ownership

Roadway Network
  Facility Type
  # of Lanes
  Posted Speed

Transit Network
  Headways
  Stops
  Access Paths

Modeling Program
  TransCAD

Traffic Forecasts!
  Daily
  AM / PM Peak
Charleston Regional Bus Rapid Transit (BRT) Project Update Spring 2017

- BRT Update
- Rail Vs. BRT
- What’s Next?
Proposed BRT on US 78/US 52?

**Bus Rapid Transit (BRT)** is a system of rubber-tired buses that operates like a conventional rail in a reserved guideways or mixed traffic.

- 23.1 mile corridor
- 18 stations/16 vehicles
- 60-minute travel time
- 2 million annual trips (2015 est.)
  - 6,874 daily transit trips
  - 3,772 “new” daily transit trips
  - 6.5 million CARTA & BRT combined annual trips
  - $5.9M per year estimated operating costs (FY15)
  - $360 million planning level est. capital costs/$15.5 M/Mile (FY15)

*Representative Images of Existing BRT Systems in Eugene, OR & San Bernardino, CA*
Why BRT and Not Rail?

1. BRT has a lower cost per rider
   a) FTA medium or better rating is less than $10/trip

2. BRT supports existing and planned local density and land use.
   a) FTA medium rating for employment is 70,000+ jobs along Corridor
   b) FTA medium rating for station area population density is 5,760+ people per square mile

3. BRT is scalable and flexible

4. BRT can preserve right-of-way if designed to accommodate light rail in the future

<table>
<thead>
<tr>
<th>Cost/Rider</th>
<th>BRT</th>
<th>LRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership (FY2015)</td>
<td>1,986,586</td>
<td>2,671,227</td>
</tr>
<tr>
<td>Capital Construction Costs</td>
<td>$360M ($15.5M/Mile)</td>
<td>$2.1B ($90M/Mile)</td>
</tr>
<tr>
<td>Annual Operating Cost</td>
<td>$5.8M</td>
<td>$13.6M</td>
</tr>
<tr>
<td>Annualized Cost per Trip</td>
<td>&lt;$10</td>
<td>$9.12</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$36.31</td>
</tr>
</tbody>
</table>

**Bus Rapid Transit**
- Minimum DUA: 12-16
- Optimal DUA: 30-50+
- Minimum FAR: .5 to 1
- Optimal FAR: 1 to 2

**Light Rail Transit**
- Minimum DUA: 20
- Optimal DUA: 65+
- Minimum FAR: .5 to 2
- Optimal FAR: 2 to 4

DUA: Dwelling Units Per Acre
FAR: Commercial Floor Area Ratio
Source: VTA BRT & LRT Design Guidelines
What about Other Transit Corridors?

Regional Transit Framework Plan (August 2017 – March 2018)

• Build upon BRT study to develop a long range plan for transit throughout the Region:
  – High capacity premium transit corridors (BRT, Commuter Bus, etc.)
  – Expansion of transit services
  – Public day-long transit charrette in Fall

• Set the foundation for transit investment in the Region through 2040.
When will the BRT open?

I. Project Programming: Underway

II. Federal Transit Administration: Capital Investment Grant Program
   - NEPA & Project Development - 2018 to 2020
   - Engineering - 2021 to 2023
   - Construction - 2023 to 2025

III. Anticipated Project Completion: 2025
CARTA Update

• Comprehensive Operational Analysis
• Capital Investment
  – New vehicles
  – Wi-Fi on buses
  – New fareboxes
  – Real-time app/website
  – Automated passenger counters
• Transit Infrastructure
  – Bus stop shelters & amenities
  – Park & Ride Study
• Transit Advocacy Committee
For more information:

- [www.bcddcog.com](http://www.bcddcog.com)
- [www.chats2040.com](http://www.chats2040.com)
- [https://bcddcog.com/brt/](https://bcddcog.com/brt/)

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PLAN
West Ashley
CHARLESTON, SOUTH CAROLINA
what is Plan West Ashley?

vision

rules & policies

communications device

instructions
Purpose (from City of Charleston RFP)

• The Master Plan will be used as a guide for *establishing policies and priorities* for coordinated development / redevelopment, land use planning, and budgetary preparation.

• It should *include policy statements, goals, objectives, guidelines, maps and graphics* that can serve as a foundation for future land use decisions. It should serve as both a guide and the impetus for an anticipated update to the City’s Zoning, Land Use, and Development Ordinances.

• The plan should *provide strategies and goals to encourage economic development, quality residential and commercial growth, revitalization of obsolete commercial areas*, and general improvements for the protection of the quality of life for West Ashley’s residents and businesses.

• At last, the West Ashley Master Plan should *coordinate City policies* so that the plan can guide the efforts of the City’s many stakeholders and decision makers at every level.
Draft Plan Report for review: August 2017

- **Phase 1**: Analysis, Feb / March
- **Phase 2**: Charrette, April / May
- **Phase 3**: Plan, June / July / Aug
- **Phase 4**: Review, Summer / Fall
planning charrette

May 2017
Of the many ideas you have heard so far, which are you most excited about? (pick 2)

1. Flood control / resilience
2. Transportation choices
3. Provide missing connections
4. Enhance community brand/identity
5. Reuse vacant retail
6. More nearby destinations (places to work, shop, etc)
7. Provide affordable housing
8. Other

Input from participants at charrette Work-in-Progress Presentation, May 2017
84% of people living in West Ashley work outside of West Ashley.
Are there any car trips that **you** would rather walk or bike for, if safe/improved routes were available?

1. Probably yes
2. Not sure
3. Probably not

Input from participants at charrette Work-in-Progress Presentation, May 2017
vision for West Ashley

1. community design & land use
2. transportation
3. infrastructure & sustainability
4. economic development
5. housing
Plan West Ashley report:

Introduction / Executive Summary
- Plan West Ashley purpose / intent
- Vision
- Planning process recap (brief)

TOPIC (Community Design and Land Use, Transportation, Green Infrastructure & Sustainability, Economic Development, Housing)
- Existing Conditions
- Community Concerns
- Vision (strategies to address community concerns)
- Implementation (short term, long term)
community design & land use vision

upgraded
grow in the right places, in the right ways:
preserve neighborhood / community character,
enhance community brand/identity, reuse vacant sites,
shorten trips with new destinations (work, entertainment, recreation),
focus development in clear areas, proper infrastructure to support the population
transportation vision

connected

connected to the region and neighborhoods, pedestrian and bike safety, bikeway/greenway, transit enhancements and upgrades, connect across the river
infrastructure & sustainability vision

resilient

path to resilience: grow within lower-risk areas, decrease overall impervious area, address drainage & prioritize maintenance, keep natural areas natural, grow and connect the green network
Economic development vision complete bring more jobs to West Ashley, transform Citadel Mall into a mixed-use center, recruit and support small and local businesses, add more recreational, cultural, and civic facilities to the area, reinvest in existing shopping centers, establish small-scale shopping west of I-526.
housing vision

affordable

maintain affordability, preserve community character, add more housing options, provide supportive infrastructure – mobility, parks and open space, community facilities
GROW in the right places, in the right ways
design & land use strategies

Illustrations to test strategies on sample sites:

• preserve neighborhood / community character
• enhance community brand/identity
• reuse vacant sites
• shorten trips with new destinations (work, entertainment, recreation)
design & land use strategies

Reuse vacant and underutilized sites on key corridors
Reuse vacant and underutilized sites on key corridors
The plan/vision establishes potential for change-over-time.
The plan/vision establishes potential for change over time.
design & land use strategies

The plan/vision establishes potential for change-over-time
The plan/vision establishes potential for change over time.
Shorten trips with new destinations
Shorten trips with new destinations
growth strategies

PROTECT & HEAL
<table>
<thead>
<tr>
<th><strong>WATER QUALITY PRACTICES</strong></th>
<th><strong>GREEN INFRASTRUCTURE MENU</strong></th>
<th>Techniques to mimic predevelopment, hydrologic conditions.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RAIN GARDEN</td>
<td>HOW IT WORKS</td>
<td>Rain gardens collect, treat and recharge groundwater reserves.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil, plants and microbes. Creates wildlife habitat and encourages infiltration on site.</td>
</tr>
<tr>
<td>SAND FILTER</td>
<td>HOW IT WORKS</td>
<td>Sandy soils are the planting medium making this practice ideal for coastal settings.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil, plants and microbes. Creates wildlife habitat and encourages infiltration on site.</td>
</tr>
<tr>
<td>BIOSWALE</td>
<td>HOW IT WORKS</td>
<td>Runoff is diverted by site specific curb cuts to relieve storm drains.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil, plants and microbes. Fits in tight spaces and encourages infiltration on site.</td>
</tr>
<tr>
<td>STORMWATER PLANTER</td>
<td>HOW IT WORKS</td>
<td>Redirected downsputs puts rain into above ground planters for irrigation.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil, plants and microbes. Fits in tight spaces and encourages infiltration on site.</td>
</tr>
<tr>
<td>TREE FILTER PITS</td>
<td>HOW IT WORKS</td>
<td>An inlet allows runoff to enter the soil and root zone. Carefully selected trees will absorb stormwater.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil and gravel layers. Fits in tight spaces, and encourages infiltration on site.</td>
</tr>
<tr>
<td>INTENSIVE GREEN ROOF</td>
<td>HOW IT WORKS</td>
<td>Replace black top with green plants; outfitted extensive green roofs contain very shallow soil and gravel layers.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil and gravel layers. Reduces impervious cover, and provides building energy savings.</td>
</tr>
<tr>
<td>HYBRID PRACTICES</td>
<td>HOW IT WORKS</td>
<td>Set into the water table, plants and micro-organisms do a majority of the pollutant removal.</td>
</tr>
<tr>
<td>CONSTRUCTED WETLAND</td>
<td>BENEFITS</td>
<td>Filters stormwater through plants and microbes. Creates wildlife habitat, improves air and water quality.</td>
</tr>
<tr>
<td>SUBSURFACE CHAMBERS</td>
<td>HOW IT WORKS</td>
<td>Chambers store excess stormwater and can be placed under parking lots, park and even under other forms of G.I.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through gravel. Provides flood control storage and encourages infiltration on site.</td>
</tr>
<tr>
<td>BIORETENTION</td>
<td>HOW IT WORKS</td>
<td>A more engineered rain garden, with special soil requirements and outlets pipes to improve the system's safety.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil, plants and microbes. Creates wildlife habitat and encourages infiltration on site.</td>
</tr>
<tr>
<td>PERMEABLE PAVEMENT</td>
<td>HOW IT WORKS</td>
<td>Porous void space allows stormwater to drain down instead of running off.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through gravel and soil, fits almost anywhere pavement can and encourages infiltration on site.</td>
</tr>
<tr>
<td>ENHANCED TREE TRENCH</td>
<td>HOW IT WORKS</td>
<td>Runoff is diverted into the soil and root zone. Trees will help absorb stormwater.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil and gravel layers. Absorbs pollutants, and encourages infiltration on site.</td>
</tr>
<tr>
<td>INTENSIVE GREEN ROOF</td>
<td>HOW IT WORKS</td>
<td>Replace black top with green plants; outfitted intensive green roofs contain deep soil and gravel layers.</td>
</tr>
<tr>
<td>HOW IT WORKS</td>
<td>BENEFITS</td>
<td>Filters stormwater through soil and gravel layers. Reduces impervious cover, and provides building energy savings.</td>
</tr>
</tbody>
</table>
Connected to the region and neighborhoods, pedestrian and bike safety, bikeway/greenway, transit enhancements and upgrades, connect across the river
menu of transportation enhancements

- Connectivity
  - Complete regional network - I-526, Glenn McConnell Extension
  - Access management – reducing driveways, connecting parking lots
  - Intersection spacing

- Intersection + Safety Improvements
  - Signal Timing + Coordination
  - Turn Lanes
  - Speed management

- TDM – Travel Demand Management
  - School Accessibility + Circulation/Safe Routes to School
  - Employer Incentives for transit + carpool (coordination with existing initiatives)

- Mode Shift
  - More people riding transit, walking, and biking

- Land Use/Urban Design
  - Mixed and varied land uses
  - Closer services and employment
  - High quality public spaces
ongoing efforts

- Regional Planning Efforts
  - Long Range Transportation Plan (LRTP) CHATS/BCDCOG
  - Walk Bike BCD BCDCOG
  - Bus Rapid Transit Plan (I-26 corridor to peninsula) BCDCOG
  - I-26 and I-526 Corridor Transportation Demand Education, Marketing and Promotion Plan BCDCOG
  - (CTP) CHATS City of Charleston City-wide Transportation Study
ongoing efforts

• Sample of Previous Projects

• Current or Planned Projects
  • US 17 at Main Road and Main Road Widening
  • Glenn McConnell Parkway Widening
  • US 17/Crosstown Study
  • Savannah Highway Capacity and Intersection Improvements
  • SC 7/SC 61 - Sam Rittenberg/Ashley River Rd
  • SC 7/SC 171 Area Study
  • Existing I-526 Improvements
example enhancements – Savannah Hwy

West US 17 / Savannah Highway
(Existing)
example enhancements – Savannah Hwy

West US 17 / Savannah Highway
(Interim)
example enhancements – Savannah Hwy

West US 17 / Savannah Highway
(Ultimate A)
example enhancements – Savannah Hwy

West US 17 / Savannah Highway
(Ultimate B)
example enhancements – Savannah Hwy

West US 17 / Savannah Highway
(Ultimate C: Boulevard)
Impacts of regional transit – Charlotte 2007
Impacts of regional transit – Charlotte 2015
impacts of regional transit – Charlotte 2015
impacts of regional transit – Charlotte 2015

Traffic counts
South Blvd north of East Blvd
2000 = 31,500
2012 = 30,100
2016 = 31,900
Change = +1.2%

Population
South End
2000 = 1,436
2010 = 2,761
2016 = 5,562
Change = +287.3%

Anticipated traffic growth vs. actual
+ 4,126 people = ~2,063 housing units = 13,822 trips / day (6.7 / MF unit)
+ 1 grocery store = 6,138 trips / day (102.3 weekday trips per 1,000 sq ft)
Expected traffic increase: 19,960 new trips (gross trip generation)
Actual traffic increase: 400 ADT increase
### Emerging Modes in West Ashley

<table>
<thead>
<tr>
<th>Supported by Current West Ashley Framework</th>
<th>Supportive Density (Adjacent to transit stop 1/2 mi-rail or 1/4 mile-bus)</th>
<th>Cost</th>
<th>Can Exist within Current Frameworks</th>
<th>Technology + Partnerships</th>
</tr>
</thead>
</table>
| Walking                                  | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $-$                                      | $-$  | no                                 | Potential public/private partnership. |
| Biking/Bike Share                        | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $-$                                      | $-$  | no                                 | Potential public/private partnership. |
| Ride Share                               | N/A                                      | N/A  | no                                 | Existing options in WA. |
| Autonomous Vehicles                      | N/A                                      | N/A  | no                                 | Potential public/private partnership. Technology in testing. |
| Trolleys (bus)                           | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $-$                                      | $-$  | no                                 | Potential economic development partnership. Potential new technologies. |
| Bus                                      | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $-$                                      | $-$  | no                                 | Existing operating framework. Signal preemption, cue jumping, real-time route information, etc. |
| Water                                    | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $-$                                      | $-$  | no                                 | Potential public/private partnership. Interim bike/ped connector. |
| Ded. Transit Lanes/BRT                   | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $\text{\begin{small}
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|                                            | $\text{\begin{small}
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|                                            | $\text{\begin{small}
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\end{small}}$
|                                            | $-$                                      | $-$  | ideally                             | Dedicated lane + enhanced stations: potential shared use with HOV, autonomous vehicles, ride share, etc. |
| PRT                                      | $\text{\begin{small}
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|                                            | $\text{\begin{small}
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|                                            | $\text{\begin{small}
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|                                            | $\text{\begin{small}
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\end{small}}$
|                                            | $-$                                      | $-$  | yes*                                | Potential public/private partnership. Emerging technology. Unproven as urban transport solution. |
| Light Rail                               | $\text{\begin{small}
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|                                            | $\text{\begin{small}
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|                                            | $\text{\begin{small}
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|                                            | $\text{\begin{small}
\text{\textbullet}
\end{small}}$
|                                            | $-$                                      | $-$  | yes                                 | Requires regional transportation network, + partnerships. |
BRT (Bus Rapid Transit)

PRT (Personal Rapid Transit)
UK’s first public autonomous taxi trial to begin soon
potential support for future research

SEATTLE – shared data would provide dynamic routing for truck traffic, promote off-peak and overnight deliveries, and enable car share operators to deliver packages.

DETROIT – partnerships with industry leaders in the automotive and technology fields and academic institutions would help provide access to electric car shares, automated shuttles, and on-demand delivery trucks through integrated mobility apps.

BOSTON – “radically programmable” city streets with dynamic markings that can change from loading zones, to thoroughfares, to spaces for street hockey, depending on the time of day and season.

LAS VEGAS – new connected autonomous shuttles would transport workers to Las Vegas Boulevard, and new solar powered electric vehicle charging stations would help reduce emissions.

NEW ORLEANS – dynamically-routed on-demand minibuses would provide affordable first mile/last mile transportation options to underserved communities.

ATLANTA – a network of multimodal transportation centers serving as hubs for mobility, economic development, and community activity.
menu of near-term transit options

- Lower headways (15/30min express/local)
- Real time schedule information
- Transit stop amenities
- First and last mile connections
- New express to Boeing/Leeds Avenue centers
existing transit network
potential additional commuter bus transit
potential shuttle bus routes (public or private)
Mobility Hubs are a transit access point with frequent transit service, high development potential and a critical point for trip generation or transfers within the transit system. They may include the following:

- Mixed use development
- Transit stops/transfers
- Park + Ride
- Bikeshare
- Rideshare pickup/dropoff
typical bus stop

- no landing pad
- no bench
- no shelter
- no information
what if...

- bus shelter
- bench
- information
- landing pad
- right size lanes
what if…

- HOV/transit lane
- shared use path
- wayfinding
potential multimodal network
potential dedicated bike/ped network
enhanced neighborhood connectors
crossing/intersection improvement areas
menu of intersection crossing options

- signal timing + coordination
- turn lanes
- high visibility crossings
- 1/4 mile pedestrian crossing spacing
- reduced crossing distance
  - Bump outs
  - Pedestrian islands
- separation from travel lanes
- landscaping
- lower speeds
- count down pedestrian buttons
- midblock crossing locations
  - Hawk signals
  - Rectangular flashing beacons
Old Towne + Sam Rittenberg
Bikeway + Greenway connection
Savannah @ Wappoo

- High traffic volumes and speed
- Long distance to cross
High visibility crossing

- Clear bike/ped crossing
- Pedestrian refuge
- Aesthetic improvements: landscaping, etc.
implementing the vision – future studies

Data Collection

• Regional commuter data
  – Where are people coming from and where are they going at peak hours?
  – Origin and destination surveys (motor vehicle, bus interviews)

• Local trips data
  – When people travel within WA, how far are they traveling and how often?
  – Interviews or online surveys

Studies

• Regional Transit Feasibility
  – May include transit lanes, BRT, PRT, or Lightrail
  – Premium transit service would require MIS

• Districtwide Traffic Management Study
  – Heavy on data collection for all modes
  – Take into account land use changes and mode/network additions recommended in this and other studies
  – Use as framework for decision-making on various initiatives

• District-wide School Accessibility + Circulation
  – Include Safe Routes to School Opportunities
discussion.