



► Sustainable Transportation & Land Use Integration Study

Transit Committee

November 8, 2012



SUSTAINABLE TRANSPORTATION
& LAND USE INTEGRATION STUDY



► Project Status and Upcoming Activities

Activity	October			November			December			January			February		
Scenario Modeling															
Scenario 1	■	■	■	■											
Scenario 2		■	■	■											
Scenario 3					■	■	■	■	■	■					
Study Recommendations															
Regional Toolkit	■	■	■	■	■	■									
Final Analysis and Recommendations										■	■	■	■	■	
Study Record & Wrapup														■	■



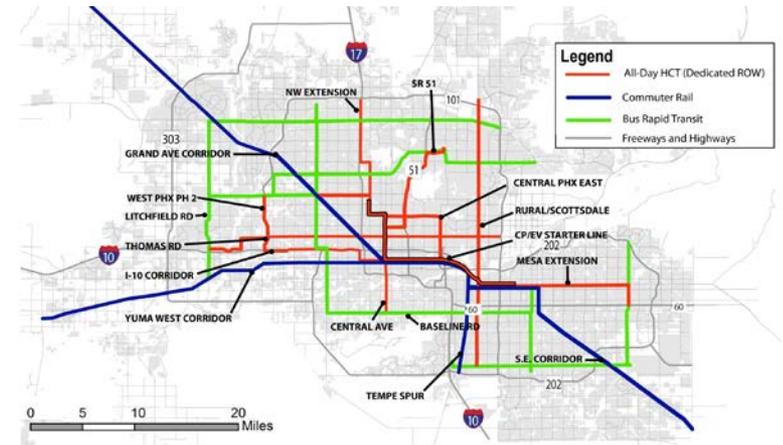
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► Major Activities Completed

- High-Capacity Transit (HCT) Readiness Analysis
- Regional Market and Employment Analyses
- Stakeholder Group Meetings 1-5 & Input
- ULI Public Panel #1 and #2
- Scenario Modeling
- Development of Local Tool



DRAFT
10/22/2012
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► Modeling Process

- **Two modeling tools in use as part of study:**
 - Direct Ridership Model (DRM)
 - MAG regional model
- **Direct Ridership Model**
 - Calibrated to current LRT boardings
 - Generates transit boardings at station level, aggregated to corridors
 - Uses station area land use, walkability, parking availability and feeder bus service as input
- **MAG model**
 - Providing control totals for job and population growth
 - Trip tables to yield regional MOEs



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▶ Sample Performance MOEs (Measures of Effectiveness)

#	Measure of Effectiveness	Analysis Level
1	Weekday HCT boardings	Station and Corridor
2	Daily trips generated and attracted within half-mile of stations	Station Area
3	Weekday HCT boardings per unit of revenue service (Hours or Miles)	HCT network
4	Mode share	Regional & Station Area
5	Passenger miles traveled per vehicle revenue mile	HCT network
6	Vehicle-Miles Traveled (VMT) per capita	Regional & Station Area
7	Total transportation carbon dioxide emissions per capita	Regional
8	Percentage of jobs within 30 minutes of travel time on transit	Sub-regional
9	Cost per rider	Corridor and Corridor Segment
10	Roadway congestion (on routes of regional significance) in weekday peak hours	Regional

► Tool



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► ST-LUIS Place types

Characteristics Summary from Draft Tool

	COMPACT WALKABLE	TRANSIT SERVED	HCT ORIENTED
DENSITY	15-30 persons per acre	30-45 persons per acre	45+ persons per acre
LAND USE	Neighborhood land uses with mix of local serving employment	Neighborhood land uses with mix of employment	Mixed use, employment/ office, regional uses (universities, centers)
TRANSIT	Local, Commute services (RAPID & Express), Dial-a-Ride	Local, Commute services (Express), Link, Dial-a-Ride	Light rail, Link bus, Local, Commute services, Dial-a-Ride
EMPLOYMENT (Share of transit-supportive jobs)	Low	Moderate	High



► Next Steps

- Scenario 1 and 2 QA/QC
- Scenario 3 development
- Prepare data and test Scenario 3
- Formulate findings and recommendations
- Stakeholder meetings



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Questions?

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