Advanced TODs and Transit Greenways

Opportunities and Applications Presentation

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Advanced TODs with Transit Greenways

“... creating high quality pedestrian space with mixed-use parking facilities located at the perimeter of an urban center and provide for small transit vehicles to run through or adjacent to the pedestrian-oriented corridors linking parking structures and all nearby community destinations.”
# Automotive vs. Pedestrian-oriented Design

<table>
<thead>
<tr>
<th>Automotive-oriented design</th>
<th>Pedestrian-oriented design</th>
</tr>
</thead>
<tbody>
<tr>
<td>12' traffic lanes</td>
<td>10' traffic lanes</td>
</tr>
<tr>
<td>4 to 6 lanes of traffic</td>
<td>2 lanes or less</td>
</tr>
<tr>
<td>Left and right turn lanes</td>
<td>Roundabouts</td>
</tr>
<tr>
<td>Large transit in street traffic</td>
<td>Small transit arrayed w/ pedestrian and bicycle movement</td>
</tr>
<tr>
<td>30 to 40 mph traffic</td>
<td>20 mph or less</td>
</tr>
<tr>
<td>Separated buildings w/ side yards</td>
<td>Continuous building face w/ small or no side yards</td>
</tr>
<tr>
<td>6' sidewalks</td>
<td>20 to 30' pedestrian corridors w/ linear park features</td>
</tr>
<tr>
<td>Parking lots</td>
<td>Parking structures w/ mixed-use liner buildings</td>
</tr>
<tr>
<td>Buildings oriented to the car</td>
<td>Buildings oriented to the pedestrian</td>
</tr>
<tr>
<td>No or limited arcades, awnings, roof overhangs</td>
<td>Continuous arcades, awnings, roof overhangs</td>
</tr>
<tr>
<td>Landscaped to look good from passing car</td>
<td>Landscaped to provide comfort and to help pedestrian movement</td>
</tr>
<tr>
<td>No mid-block crossings at pedestrian grade</td>
<td>Mid-block crossings at pedestrian grade</td>
</tr>
<tr>
<td>Long blocks w/o mid-block walking malls</td>
<td>Short blocks and mid-block walking malls</td>
</tr>
</tbody>
</table>

## Traffic goes to but not through the urban center

![Diagram showing urban center with traffic flow](image)

**Legend:**
- Narrow linked parking structure
- Traffic-calmed street
- Mix-mode street
- Pedestrian corridors, courtyards & plazas adjacent transit access points

T. Andrew Cutcliffe
Typical Construction Cost Estimates (1990s)

Advanced TODs and Transit Greenway Design Elements

1. Wide, Pedestrian Corridors
2. Pedestrian-Oriented Design Features to protect pedestrians from the rail, wind, heat and cold
3. Mix of Uses that provide surroundings that are interesting, comfortable, safe and useful
4. Greenway Transit Vehicles
5. Mixed-Use, Pedestrian-oriented Parking Structures
6. Car Free Centers
7. Intermodal & Freight Facilities
8. Self-Sufficient Plan of Operation
Mixed-Mode Transit Greenway Corridor

Alternative Transit Greenway Design
What can be funded through federal transportation trust funds?

Facilities that reduce traffic congestion, air pollution, global warming, and fuel consumption including:

- Pedestrian corridors with transit greenway vehicles and linear park components
- Parking structures linked by a local circulation system to major destination within a 2 mile radius
- Transit vehicle(s)
- Intermodal and freight delivery facilities
- Public squares and mixed mode streets and pedestrian corridors to accumulate and aggregate traffic and transit customers
Pedestrian Walkway with Lush Landscaping in Central Park, New York

Wide Pedestrian Corridors in Old Montreal
Boardwalk in Chateau Frontenac in Quebec City

Pedestrian Areas on the Waterfront in Halifax, Nova Scotia
Boardwalk with Pedestrians, Bicyclists and Tram in Ocean City, New Jersey

Pedestrian Promenade at MDCC Wolfson Campus in Miami
Public Square at Las Olas Riverfront in Fort Lauderdale

Covered Walkways at Mizner Park in Boca Raton
Pedestrian Street in Old Quebec City

Front Street adjacent Harbor in Hamilton, Bermuda
Multi-Level Pedestrian-Oriented Retail in a Mixed-Use Environment at CocoWalk in Coconut Grove

Walking Street in St. John’s, Newfoundland
Mid-Block Walking Mall at Las Olas
in Fort Lauderdale

Covered Crossing at Church Street Station
in Orlando
Tree Canopy above Street Crossing at International Drive in Orange County

Mid-block Crossing at Pedestrian Grade on Park Avenue in Lake Park
Roundabout at Fort Pierce Waterfront

Mixed-Use Parking Facility in Downtown Orlando
Pedestrian-Rail Corridor in Savannah, Georgia

Transit in Pedestrian Street in Strasbourg, France
Contact Information

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