

From: [Dave Lange](#)
To: [City Council](#); [John Norris](#)
Subject: Transit Oriented Design background material
Date: Thursday, January 28, 2016 4:45:51 PM

Public comment:

Since Zoning season will soon be upon us, again, here are some articles that helped me understand 30,000 daily car trips on 5th Avenue for TOD, as mentioned in the draft EIS for the Upzone. These should be directly applicable to your work weekend next month.

Robert **Cervero**, Arlie Adkins, and Cathleen Sullivan (2010), "Are Suburban TODs Over-Parked?" *Journal of Public Transportation*, Vol. 13, No. 2; at www.nctr.usf.edu/jpt/pdf/JPT13-2.pdf.

<http://www.citylab.com/housing/2013/06/transit-might-not-be-essential-transit-oriented-development/5851/>

The long one with the best detail:

<http://www.vtpi.org/tdm/tdm45.htm>

The City Manager prefers to have the Planning Commission jump start the process based on the 145th draft EIS. If we approach the next couple of months a little differently it should be clear that the 145th corridor situation is far from certain in terms of funding or even support. We need to get out of the mindset that the Council can make it so. The draft EIS called 145th out of scope for its study and it was effectively an omission to ignore the highway onramp. Having a Regional Transit Center at 5th and 145th needs to be respected, not ignored. Apparently the original design was for density around 185th and transit for 145th. All I can request is for the drums of density to pound out a few less cars. Two suggestions: Bus permits in the apartment blocks (a Metro program) or prescribing retail space into the station core Dev Code.

My preference is for a strict bias toward walkable transit. A pedestrian ramp means the TOD design is deficient. Permanently detouring pedestrians fails the test of walkability. Too many lanes of traffic become a virtual fence to access and effectively kills the need for businesses in the station. A goal for the upzone would be to keep total traffic on 5th avenue within the road on a diet (3 lane wonder) for walkability, cars leaving the cul de sac and cars backing out of driveways. Design it for 13,000 total cars per day and monitor it frequently.

I understand we are working on a parking management plan. Active patrolling with human resources (or drones) would be a critical leg to further reduce parking around density or stations. We should aim for parking to be on one side of the street and bike on the other.

I thank each of you for the effort you contribute to the city,

Dave Lange