

Connecting Innovation to Policy

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Stuart Cohen
Executive Director

Proposed 2050 Land Use Scenario Concepts

- Scenario A: Second Units and Infill/Redevelopment in Urban and Suburban Areas
- Scenario B: Transit Oriented Development
- Scenario C: Multiple Dense Cores

The proposed concepts illustrate different ways of distributing future job and housing growth in the region. Each scenario builds upon and responds to a series of demographic trends seen in recent years, with the goal of creating a more vibrant, resilient, and sustainable region.

Existing, Emerging, and Advanced Transportation Technologies

Research for Possible Inclusion & Application to Regional Plan and Land Use and Transportation System

A. Roadway Capacity Strategies

Transportation Technology	Application to GHG Reduction	When?	Model Application (Y/N)	Primary Responsible Party	Description
1. Vehicle Automation/Level Automation	Less Stop-N-Go/Reduced idling	Near*, Mid, and Long Term	Y	Public/Private	Vehicles are automated without a human driver
2. Real Time Traveler Information Via Personal Devices	Fewer SOV Trips More Bike/Walk Trips More Transit/Carpool/Vanpool	Near Term*	Y	Public/Private	Provides real time parking info, the fly, to 14 route choice
3. Arterial, Freeway, and Transit Management System	Fewer SOV Trips Less Stop-N-Go/Reduced idling More Transit/Carpool/Vanpool	Near Term*	Y	Public	Extension of Management and multi-modal management capability
4. Green GPS Fleet Tracking Systems	Fewer SOV Trips Less Stop-N-Go/Reduced idling	Near Term	N	Public	Reduces GHG emissions by optimizing collection and operations
5. Corridor Level Signal Timing	Less Stop-N-Go/Reduced idling	Near Term*	Y	Public	Improves traffic flow efficiency
6. Dynamic Lanes on Arterials to Support HOV Access	Fewer SOV Trips Less Stop-N-Go/Reduced idling More Bike/Walk Trips More Transit/Carpool/Vanpool	Near Term*	Y	Public	Infrastructure enable on-the-fly HOV use

B. Vehicle and Personal Strategies

Transportation Technology	Application to GHG Reduction	When?	Model Application (Y/N)	Primary Responsible Party	Description
1. Car Sharing	Fewer SOV Trips More Bike/Walk Trips More Transit/Carpool/Vanpool Increased Fuel Efficiency	Near Term*	Y	Public/Private	Transit, private, shared, carshare, vanpool
2. Variable Speed Limits on Freeway Network	Less Stop-N-Go/Reduced idling	Near Term*	Y	Public	Speed limit, road, transit, shared, vanpool
3. Personal Technology	Fewer SOV Trips More Bike/Walk Trips More Transit/Carpool/Vanpool	Mid, Long Term	Y	Public/Private	Transit, shared, vanpool, ride, bike
4. Universal Transportation Account (UTA)	Fewer SOV Trips More Bike/Walk Trips More Transit/Carpool/Vanpool	Near Term*	Y	Public	Fully access, transit, shared, vanpool, ride, bike
5. On-the-Fly Trip Planning and Side Matching	Fewer SOV Trips More Bike/Walk Trips More Transit/Carpool/Vanpool	Near Term	N	Public/Private	Transit, shared, vanpool, ride, bike

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Under Instituting Rulemaking on Regulations Relating to Passenger Carriers, Ride-sharing, and New Online-Enabled Transportation Services

R. 12-12-011
(Filed December 20, 2012)

PRE-WORKSHOP STATEMENT OF TRANSFORM

2.2 Parking Spaces per Unit

	Change	2.2
Units		801
Parking Spaces		1,800
Parking Cost		\$33.3 m

TCRP 128 by Cervero, Arington

2.2 Parking Spaces per Unit vs. 1.1

	Change	2.2	1.1
Units	+162	801	963
Parking Spaces	-648	1,800	1,152
Parking Cost	-\$12 m	\$33.3 m	\$21m

TCRP 128 by Cervero, Arington

FREE CARSHARE MEMBERSHIP

Social & Environmental Benefits

CarShare Vehicle:
Approx 45 -60 member share 1 CarShare vehicle and 1 parking space

Studies have shown 1 CarShare vehicle:
- Removes 8-17 private vehicles off the road
- Eliminates the need for 11 to 28 parking spaces
- 25% of CarShare members and their personal vehicles
- 123 avoided purchasing a vehicle

TCRP 128 by Cervero, Arington

TRANSIT PASSES

Easy Pass, VTA, B Pass, Caltrans

UNBUNDLE PARKING

Pay for parking separately from cost of renting or purchase of home.

Parking Optional

2.2 Parking Spaces per Unit vs. 0.7

	Change	2.2	0.7
Units	+220	801	1,021
Parking Spaces	-1,047	1,762	715
Parking Cost	-\$21.1 m	\$35.3 m	\$14.2m
Traffic Reduction Strategies	+\$8 m		1 free pass & 1 free carshare membership

Green TRIP

- 39 Overflows: 17% Reduction
- 1,992 Jobs
- 2,550 Homes
- 7% Reduction
- 2% Reduction
- 435 Alternative Buses in 10k Miles
- 6% Reduction
- 291 Transportation use by Mile
- 5% Reduction
- 50% Lower Vehicle Miles Traveled
- 4% Reduction

Green TRIP

The Ohlone, San Jose

1,400 FREE Transit
2 FREE passes/unit
710 units

OUTPUTS	100 National Standard	Smart Growth Location	With Affordable Housing and TDMs
Daily Driving Miles (DDM)	50	30	18
Rate of GHGs (lbs/Mi/Unit)	8.3	5	3
Parking Spaces/Resident	2.2	1.1	0.7
Total Spaces	1,762	1,039	715
Cost of parking (\$/sq. foot)	\$32,597,000	\$21,180,000	\$14,300,000
Savings		\$11,417,000	\$18,297,000
Total Units	801	963	1,021

Techniques to Reduce Parking Costs

- % Affordable Units
- Transit Passes per unit
- Location Characteristics



TRANSFORM

Stuart Cohen
Stuart@TransFormCA.org
TransFormCA.org