RECOMMENDATIONS FOR LOCAL GOVERNMENTS

Local governments are able to influence and shape not just the development that occurs within their borders but are also able to work with employers, transit and mobility service providers, and others to design and coordinate services for residents and workers.

In order to realize the transit, mobility and land-use vision laid out in Smart Moves 3.0, residents, community leaders, local government staff, elected officials and regional organizations will have to work together. These recommendations from Smart Moves pertain to local governments.

### Mobility Hubs

Mobility hubs are places where residents and workers can seamlessly transfer from one mode of transportation to another.

To help implement hubs, local governments can:

- Work with MARC to identify specific sites for hubs.
- Prioritize funding of improvements to pedestrian and bicycle infrastructure around hubs.

### Transit

Fixed-route and paratransit services provide vital and economical mobility to those who choose not to drive, as well as those who cannot afford or physically are not able to drive their own vehicle.

To help implement new/improved or continue existing transit service, local governments can:

- Work with transit providers to provide needed fixed-route or paratransit service and allocate necessary funds to pay for these services.
- Help steer prospective employers to sites that already have good transit and mobility access.
- Meet with existing employers to gauge their mobility needs and coordinate future meetings with transit providers.

### Planning

Encouraging mobility services and a dense mix of uses around mobility hubs and fixed-route transit can be accomplished through local government plans.

To help encourage these items through planning, local governments can:

- Update plans to include corridor-centric development policies that call for increasing density and a mix of uses.
- Collaborate with neighboring communities along identified transit corridors to review and explore modifications to local land use plans to support corridor-centric development strategies.
- Form partnerships with private employers and neighborhood organizations to develop transportation options.
- During the development approval process, consider how well the site design plan integrates with transit, mobility hubs and mobility services, especially pedestrian and bicycle access.

### Zoning

Zoning can be designed to foster density and a mix of uses around transit corridors and mobility hubs.

To help foster transit-ready and transit-oriented development, local governments can:

- Perform an inventory of zoning regulations within and around transit routes and mobility hubs (existing and planned).
- Amend zoning ordinances to allow for higher densities and a mix of uses around mobility hubs and transit corridors (existing and future).

### Mobility Services

Mobility services provide transportation options, especially for first- and last-mile connections.

To help implement mobility services, local governments can:

- Work with bike share providers (Kansas City BCycle) and car share providers (Zipcar) to locate stations/vehicles at mobility hubs and other locations near transit.
- Coordinate these efforts with employers and others wishing to locate these services on or near their sites.
**Housing**

Affordable housing options near transit services will better serve the needs of people who do not have a car, whether as a matter of personal preference or because of limitations (such as insufficient income or inability to drive).

To help provide housing options, especially near mobility hubs and along transit corridors, local governments can:

- Adopt an ordinance calling for specific amounts of affordable and multi-family housing options around transit routes and mobility hubs (existing and future).
- Adopt model zoning codes for smaller homes on smaller lots and small (4-12 unit) multifamily housing developments near transit routes and mobility hubs.
- Adopt model zoning code language to encourage accessible (and affordable) housing units of various types near transit or other key services at activity centers/mobility hubs.
- Develop plans and strategies for affordable, older adult-friendly housing along transit corridors and in close proximity to health care, retail and recreational facilities.

**Parking**

Providing parking spaces adds to the cost of development and accelerates the depletion of available land.

To help tailor parking requirements in areas close to transit and mobility hubs, local governments can:

- Reduce parking requirements near mobility hubs and along transit corridors (existing and future).
- Allow shared parking for non-residential uses around mobility hubs (existing and future).
- Create parking maximums within a half-mile radius of transit routes and one-mile radius around mobility hubs (both existing and future).
- Require that development include bicycle parking for residents, customers and employees.

**Economic Development**

Economic development tools and incentives can help focus and direct development.

To help focus development using economic development as a tool, local governments can:

- Meet with Economic Development Corporations (EDCs) to employ development incentives that would encourage development/redevelopment around mobility hubs.
- Create taxing districts such as Community Improvement Districts (CID) and Transportation Development Districts (TDD) to generate funding for transit and mobility services and other projects that increase corridor vitality.

**Environmental Quality**

The way the built environment is designed has a big impact on environmental quality.

To help improve environmental quality, local governments can:

- Integrate green infrastructure amenities such as street trees, rain gardens and permeable pavement around mobility hubs and along transit corridors.

**Bicycle/Pedestrian**

Bicycle and pedestrian connections are critical to providing mobility—especially in and around mobility hubs and along transit corridors.

To help provide bicyclists and pedestrians with a safe and inviting environment, local governments can:

- Prioritize funding for bicycle facilities identified as part of the regional system.
- Review public works and other standards that affect walking and biking and revise to increase pedestrian and bicycle accessibility both on right of way and within developments.
- Assist MARC in performing an inventory of pedestrian facilities within a quarter-mile of transit stops and a half-mile of mobility hubs.
- Integrate transit stop improvements with street and sidewalk projects.

**How to get started**

If local government staff is interested in any of the recommendations listed, please feel free to visit [kcsmartmoves.org](http://kcsmartmoves.org) for more information and/or contact MARC transportation staff with any questions you might have. We are happy to provide one-on-one consultations.

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