



Economic Benefits of Intermodal Stations

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Strategies for Capturing Economic Benefits for Intermodal Stations



**Centrally
Locate**



**Connect to
Multimodal
Options**



**Clear Vision
of Service
and Users**

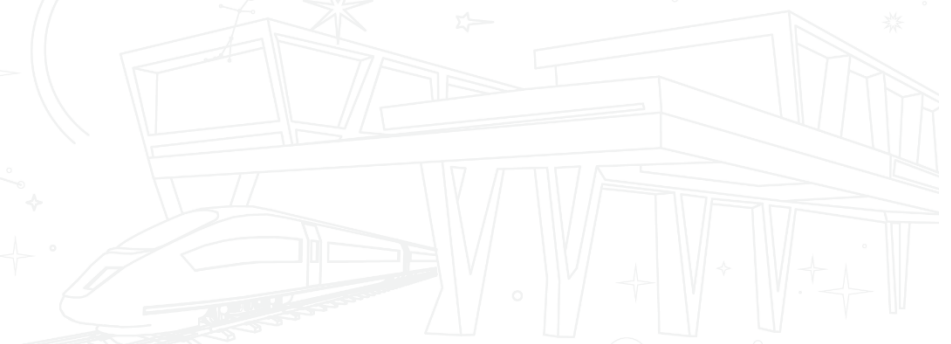


**Develop
Local
Partnerships**

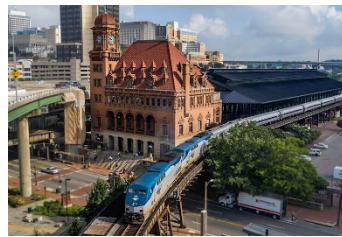
Types of Intermodal Stations



- Intermodal stations affect the scale of surrounding development, based on type
- These types include:
 - Grand Central Stations
 - Regional Hubs
 - Commuter Stations
 - Gateway Stations



Intermodal Stations Overview



Grand Central Stations

- 1 Million annual riders
- Located in dense urban centers
- Multimodal heavy
- Surrounded by employment, retail, entertainment, & residential development

Regional Hubs

- 500,000 – 1M annual riders
- Located in regional cities
- Some multimodal, including rail and bus transit
- Primarily employment and entertainment development

Commuter Stations

- 100,000 – 500,000 annual riders
- Historic downtowns and suburban communities within metro regions
- Some multimodal, park and ride, and bus transit
- Station-oriented retail and services, residential development

Gateway Stations

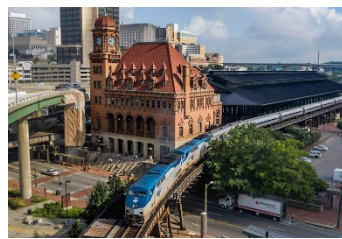
- Less than 100,000 annual riders
- Historic depots and downtowns in small/rural areas
- Limited multimodal, some bus transit, and on-demand taxis
- Historic preservation, residential development

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Successful Intermodal Stations: Supporting Factors



Location

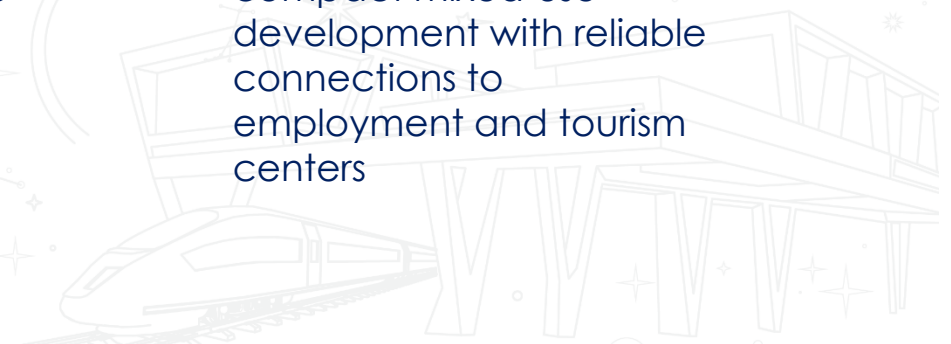
- Proximity to major population, employment and tourism centers

Access

- Understand mode of access and provide choices to increase ridership

TOD

- Transit Oriented Development (TOD), compact mixed-use development with reliable connections to employment and tourism centers



Economic Benefits of Intermodal Stations



- Improve access to employment
- Increase tourism opportunities
- Increase transit ridership/revenues
- Support economic development near transit
- Catalyze community revitalization



Economic Development

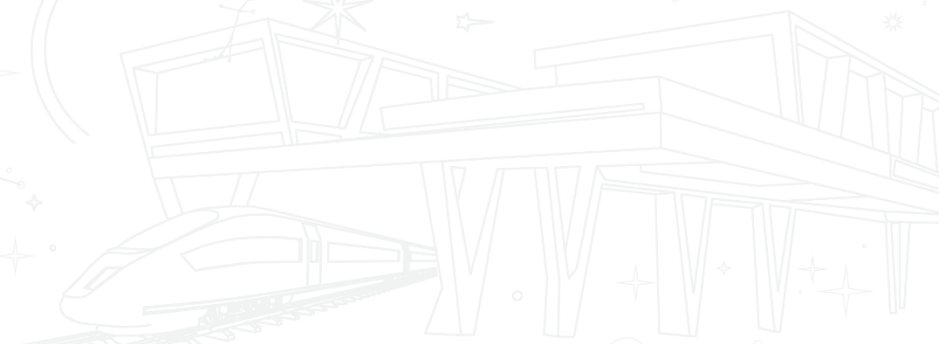


- Employment Options
 - Larger pool of available workforce
 - Connecting urban areas and universities
- Improved Quality of Life
 - Improved safety with intermodal travel, thus less automobiles
 - Reduced transportation costs
 - Increase travel time reliability
 - Increase overall modal options
 - Improved health benefits with air quality and active transportation options

Tourism



- Expanding global access to Brevard County by connecting international airports
- Increased opportunities for access to Port tourism activities
- Increased opportunities beyond Orlando-based attractions
 - Kennedy Space Center
 - Beaches
 - Eco-tourism

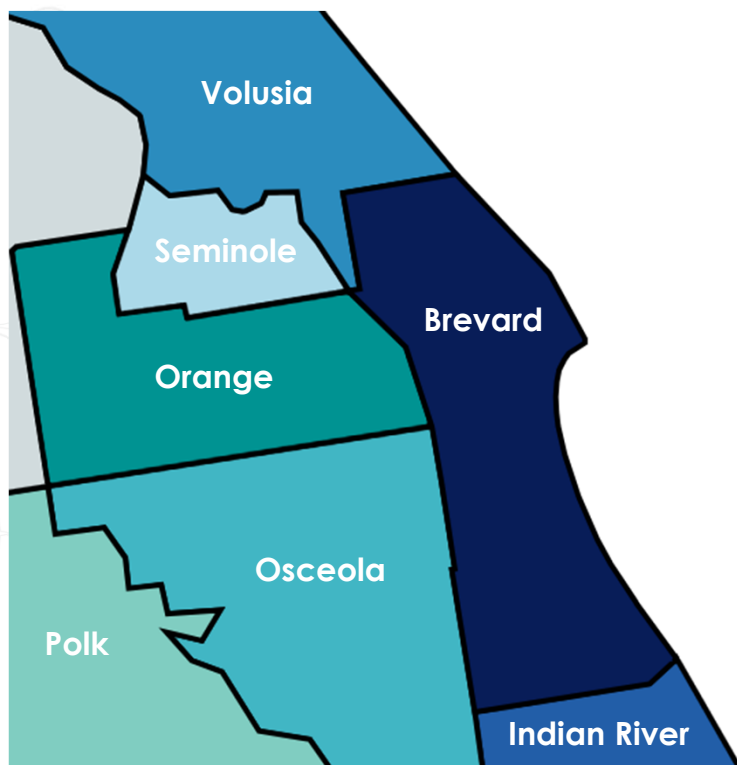


Transit Impacts



- Increased connectivity between hubs and destinations in Brevard County
- Potential for facilitating micromobility market
- Potential to compliment premium transit opportunities
- Potential for Transit and Transit Oriented Development to support Space Coast TPO Strategic Planning Goal of integrating Land Use and Transportation

Brevard County's Commuting Patterns



Employed in Brevard, Living Outside

2010

41,773

2015

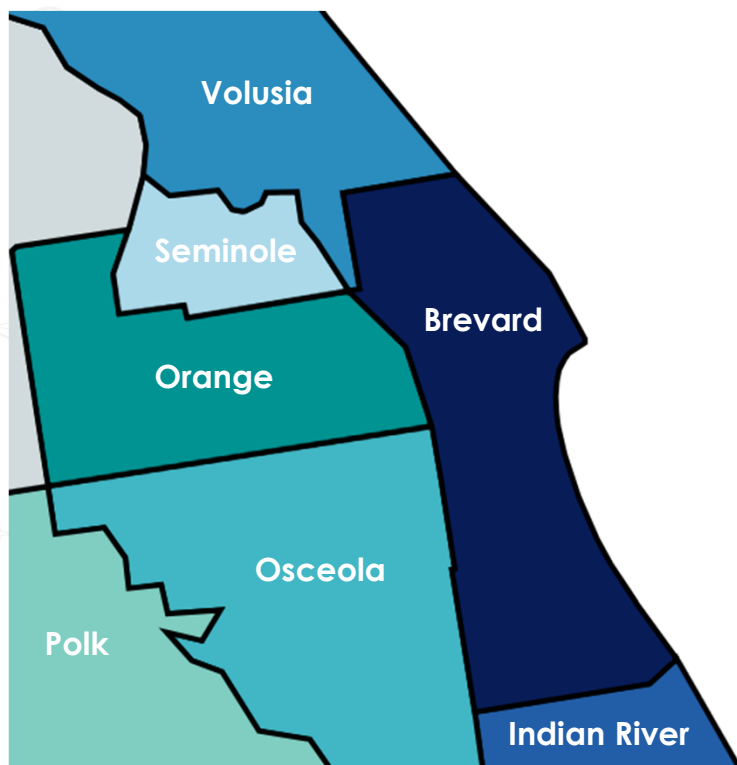
44,227

2020

53,786

Source: Census OnTheMap

Brevard County's Commuting Patterns



Employed in Brevard, Living Inside

2010

107,015

2015

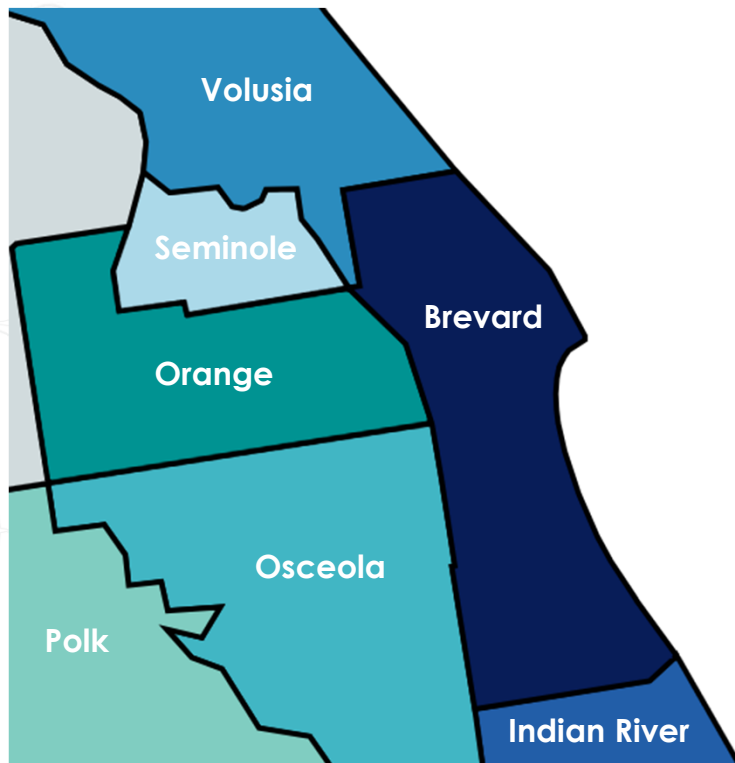
114,222

2020

127,477

Source: Census OnTheMap, 2019

Brevard County's Commuting Patterns



Employed Outside, Living in Brevard

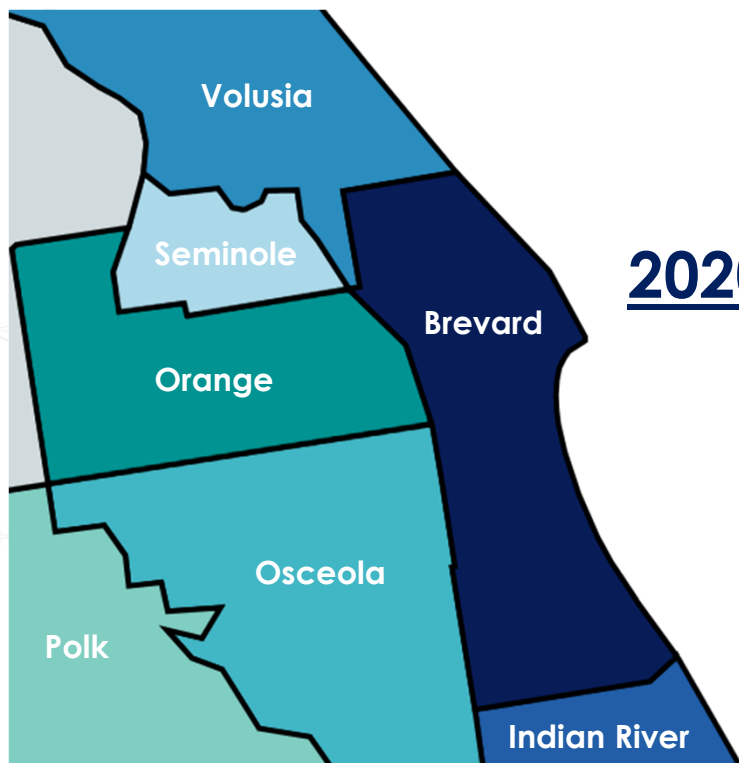
2010 61,954

2015 64,969

2020 73,753

Source: Census OnTheMap, 2019

Brevard County's Commuting Patterns



2020

53,786

Employed in Brevard,
Living Outside

127,477

Employed in Brevard,
Living In Brevard

73,753

Employed Outside,
Living in Brevard

Source: Census OnTheMap, 2019



Thank you!