



How Can We Leverage This Opportunity?

Supply (Convenience) → ↓ Demand (Attractors)	LRT	BRT	No Direct Transit
PCC Program Expansion			
Community Partnerships			
Community Access			

How Can the Campus Attract High Capacity Transit?

			No Direct Transit		
↓ Demand	Supply →	LRT	BRT	With Campus Growth	Min. Campus Growth
PCC Program Expansion					
Health Professions with Wellness Programs					
General Academic Growth: <ul style="list-style-type: none">• STEM• Maker Spaces• External Factors					
Student Recreation					
Residential Opportunities?					
Community Partnerships					
Community Access					

How much would the chosen **transit service option** change the case for locating health professions at PCC-Sylvania?

How much would the chosen **transit service option** change the case for locating health professions at PCC-Sylvania?

*Transit Will Make Sylvania More “Central”.
How Does that Fact Change our Programming of this Campus?*

PROGRAM GROWTH

			No Direct Transit		
↓ Demand	Supply →	LRT	BRT	With Campus Growth	Min. Campus Growth
PCC Program Expansion					
Health Professions with Wellness Programs					
General Academic Growth: <ul style="list-style-type: none">• STEM• Maker Spaces• External Factors					
Student Recreation					
Residential Opportunities?					
Community Partnerships					
Community Access					

Would the introduction of direct transit make Sylvania an attractive place to **pilot residential living** within PCC’s offerings?

Would the introduction of direct transit make Sylvania an attractive place to **pilot residential living** within PCC's offerings?

How does this opportunity interplay with other big program choices?

			No Direct Transit		
↓ Demand	Supply →	LRT	BRT	With Campus Growth	Min. Campus Growth
PCC Program Expansion					
Health Professions with Wellness Programs					
General Academic Growth: <ul style="list-style-type: none">• STEM• Maker Spaces• External Factors					
Student Recreation					
Residential Opportunities?					
Community Partnerships					
Community Access					

If direct service transit does not reach campus, **would growth opportunities at Sylvania be limited?**

If direct service transit does not reach campus, **would growth opportunities at Sylvania be limited?**

*Transit Will Make Sylvania More “Central”.
How Does that Fact Change our Programming of this Campus?*

PROGRAM GROWTH

			No Direct Transit		
↓ Demand	Supply →	LRT	BRT	With Campus Growth	Min. Campus Growth
PCC Program Expansion					
Health Professions with Wellness Programs					
General Academic Growth: <ul style="list-style-type: none">• STEM• Maker Spaces• External Factors					
Student Recreation					
Residential Opportunities?					
Community Partnerships					
Community Access					

How much could PCC capitalize on proximate, indirect, transit service?

How much could PCC capitalize on proximate, **indirect, transit service?**

What are the consequences if we miss this opportunity?

PCC-SYLVANIA AS A TRANSIT NODE

			No Direct Transit	
Supply →				
↓ Demand	LRT	BRT	With Campus Growth	Min. Campus Growth
Program Expansion				
Community Partnerships				
Schools				
Maker Spaces				
others, tbd				
Community Access				
Arts: Performing, Visual				
Library				
others, tbd				

Can transit accommodate a significant share of **trip growth** if Sylvania provides more **community-oriented facilities** and programs?

Can transit make PCC-Sylvania more of a community resource?

			No Direct Transit		
↓ Demand	Supply →	LRT	BRT	With Campus Growth	Min. Campus Growth
PCC Program Expansion					
Health Professions with Wellness Programs					
General Academic Growth: <ul style="list-style-type: none">• STEM• Maker Spaces• External Factors					
Student Recreation					
Residential Opportunities?					
Community Partnerships					
Community Access					

Benefits:

Reducing driving further will serve sustainability goals and free up parking areas for campus development.

Benefits:
Reducing driving further will serve sustainability goals and free up parking areas for campus development.

*Transit Will Make Sylvania More “Urban”.
What Opportunities does that create for this Campus?*

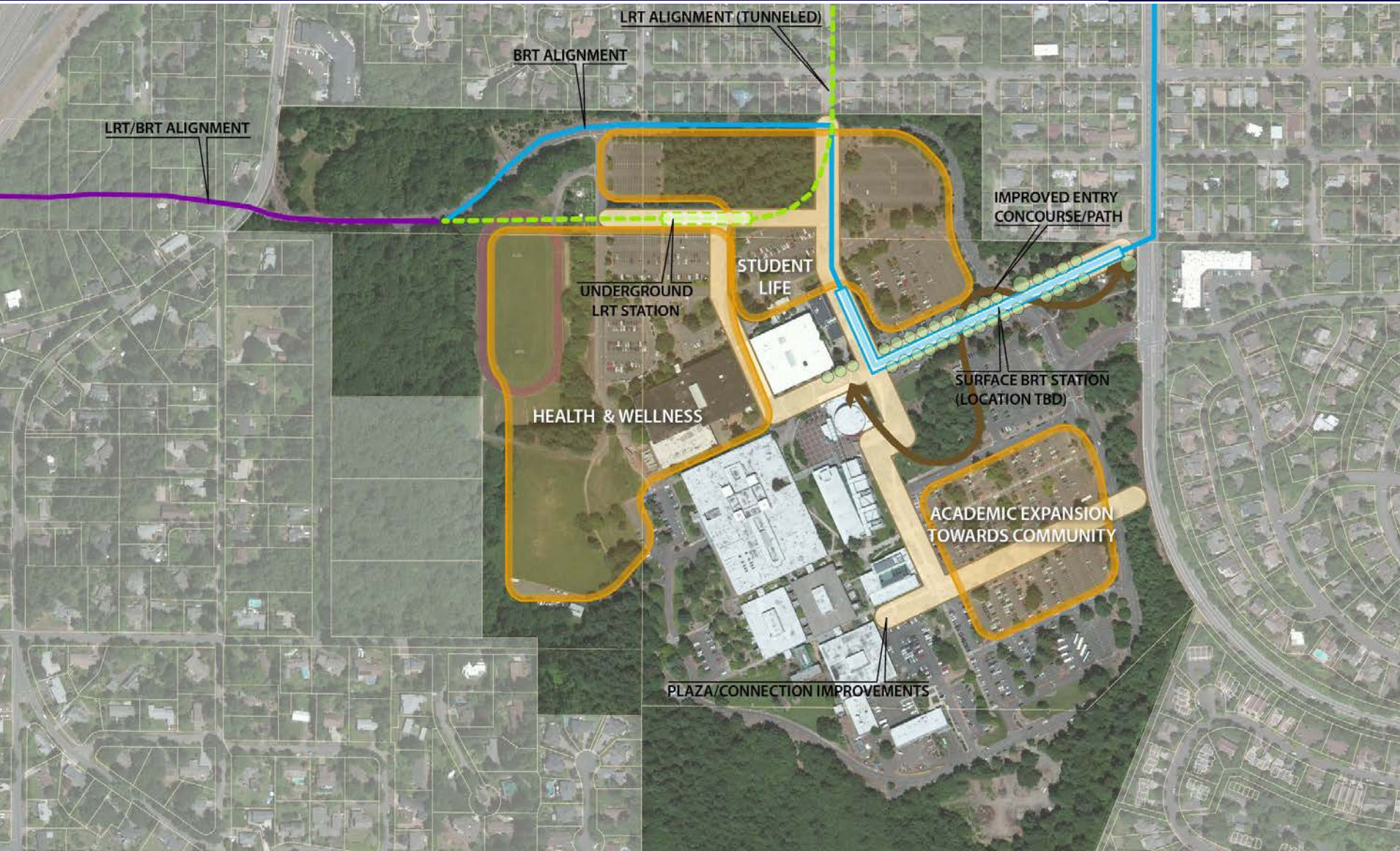
PROGRAM GROWTH

			No Direct Transit	
↓ Demand	Supply →	LRT	BRT	
PCC Program Expansion				
Health Professions with Wellness Programs				
General Academic Growth: <ul style="list-style-type: none"> • STEM • Maker Spaces • External Factors 				
Student Recreation				
Residential Opportunities?				
Community Partnerships				
Community Access				

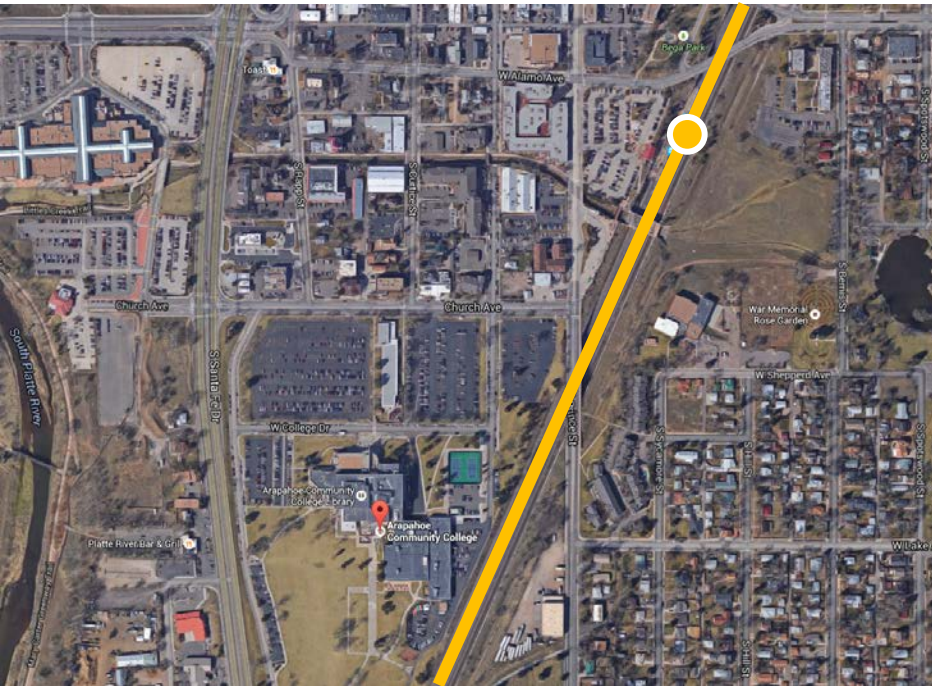
How will the presence of a station area and possible surface route (BRT) impact campus **site planning, growth, and circulation?**

What would the introduction of direct transit mean for the PCC-Sylvania campus itself?

PCC-SYLVANIA AS A TRANSIT NODE

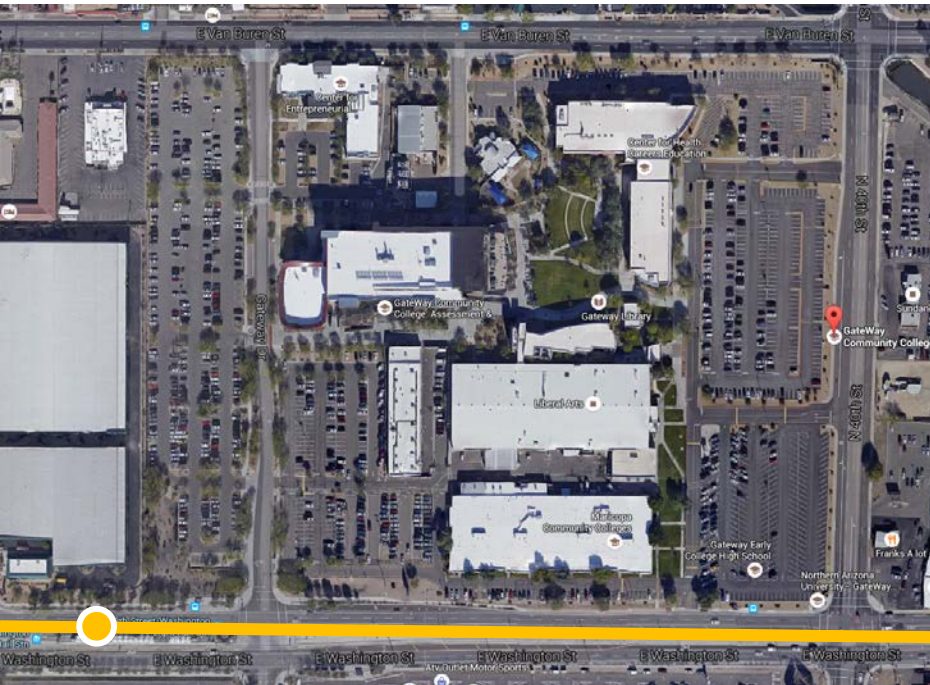


Arapahoe Community College – Littleton, CO



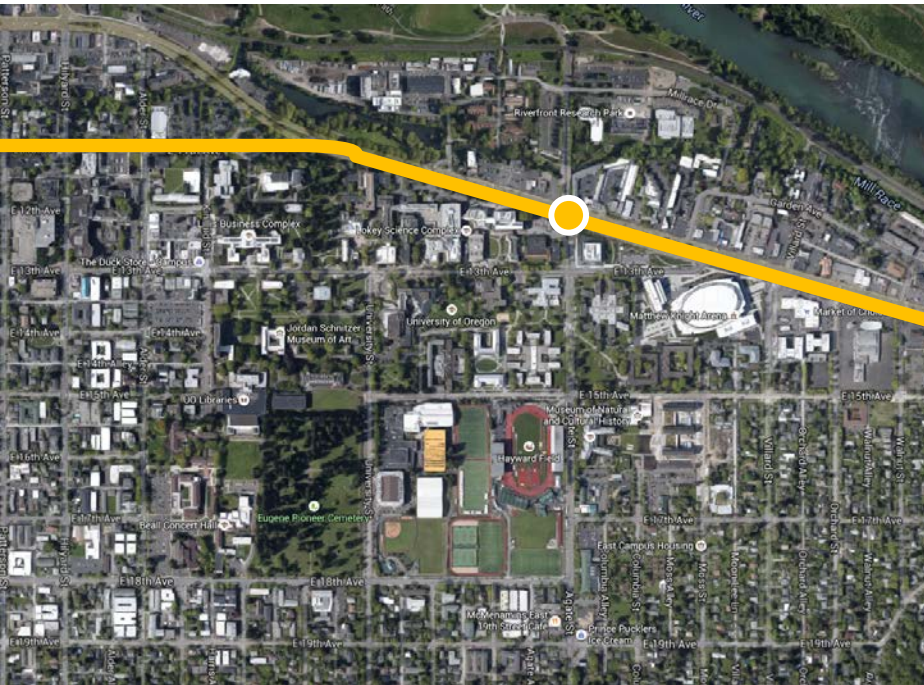
- 16,000 students
- Urban (near Littleton) -
- ~12-20 minute headways each

Gateway Community College - Phoenix



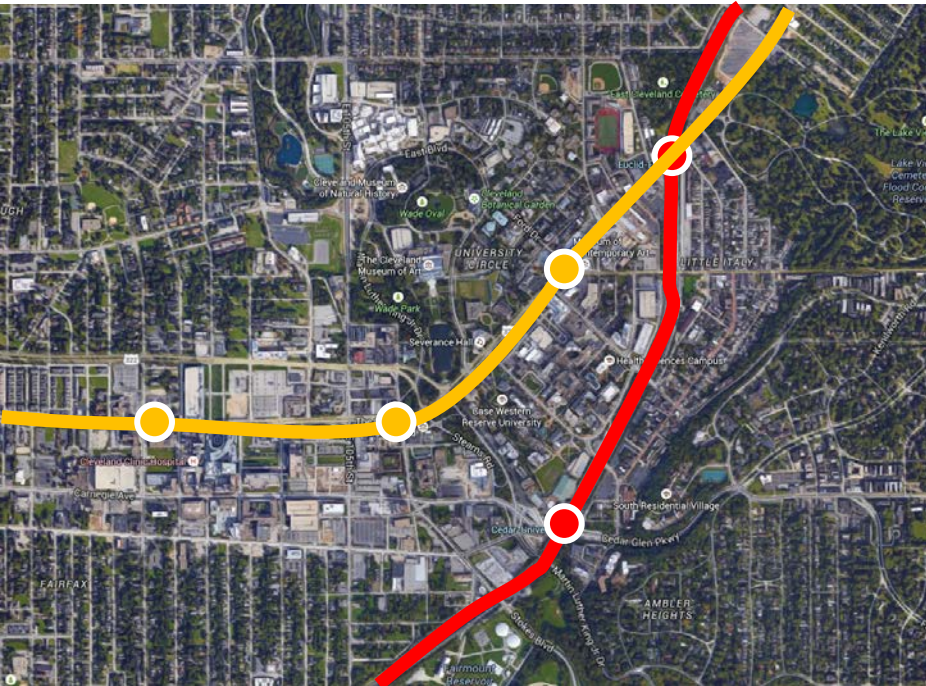
- ~20,000 students
- Semi-urban location – 10 miles from downtown Phoenix
- 2 lines; 20 minutes headways each

University of Oregon (bus rapid transit)



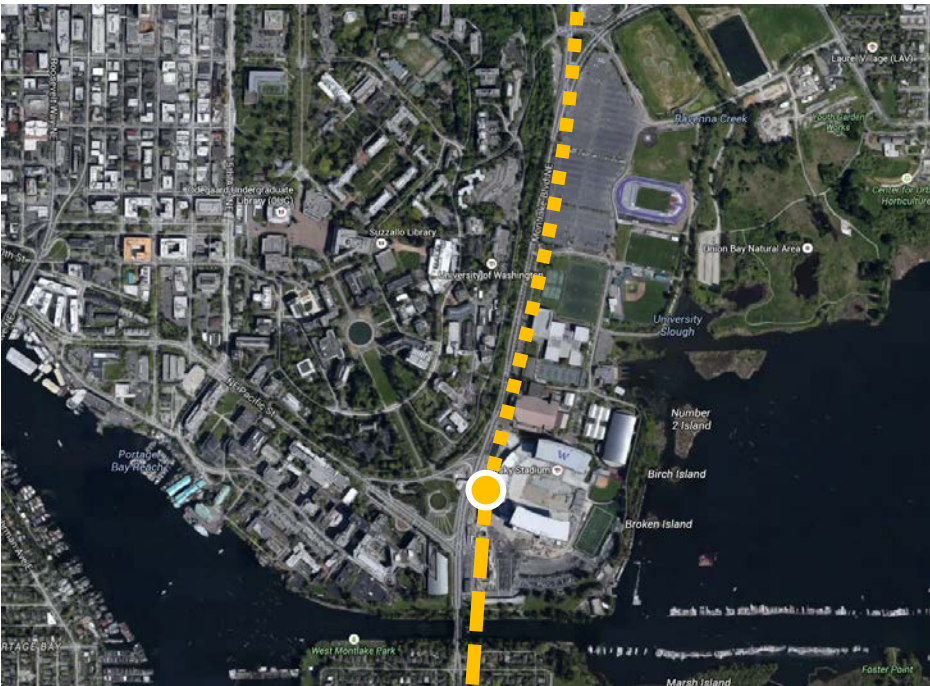
- 25,000 students
- Urban location
- 60% dedicated ROW; 11 mile route; ~\$90M constructions costs

Case Western University - Cleveland



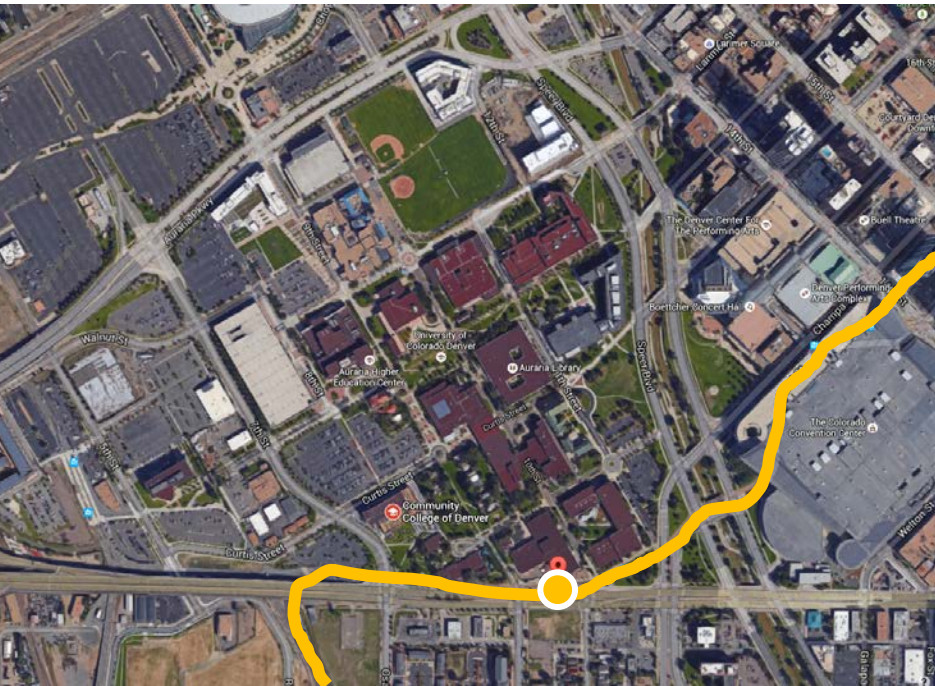
- Both BRT (orange) and heavy rail (red) service
- Urban location – 3 miles from downtown
- ~11,000 students

University of Washington (under construction)

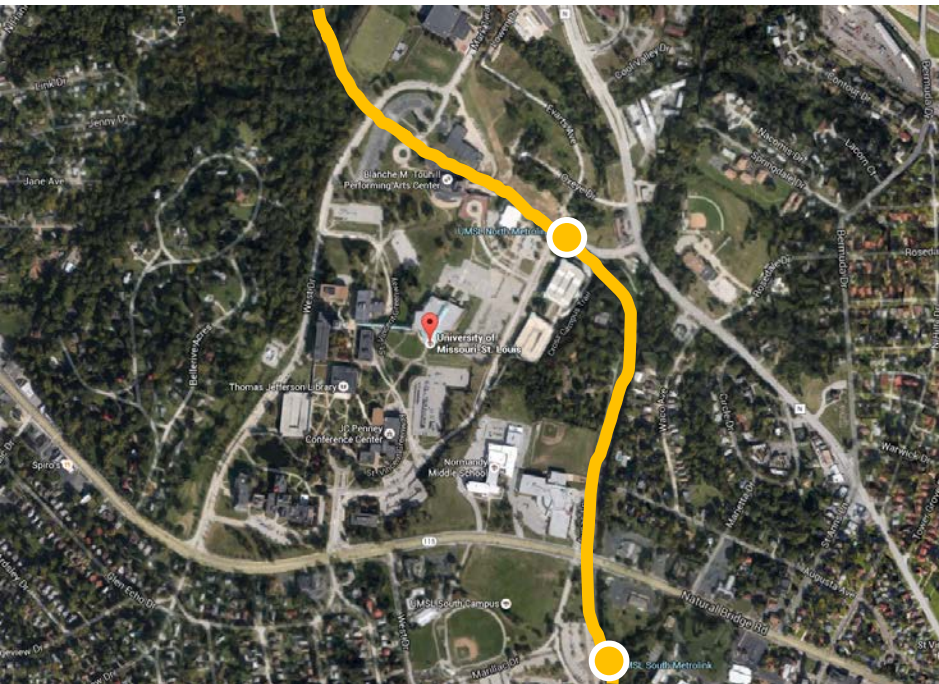


- 45,000 students
- Urban location – 3 miles from downtown
- Projected 70,000 daily riders (light rail)

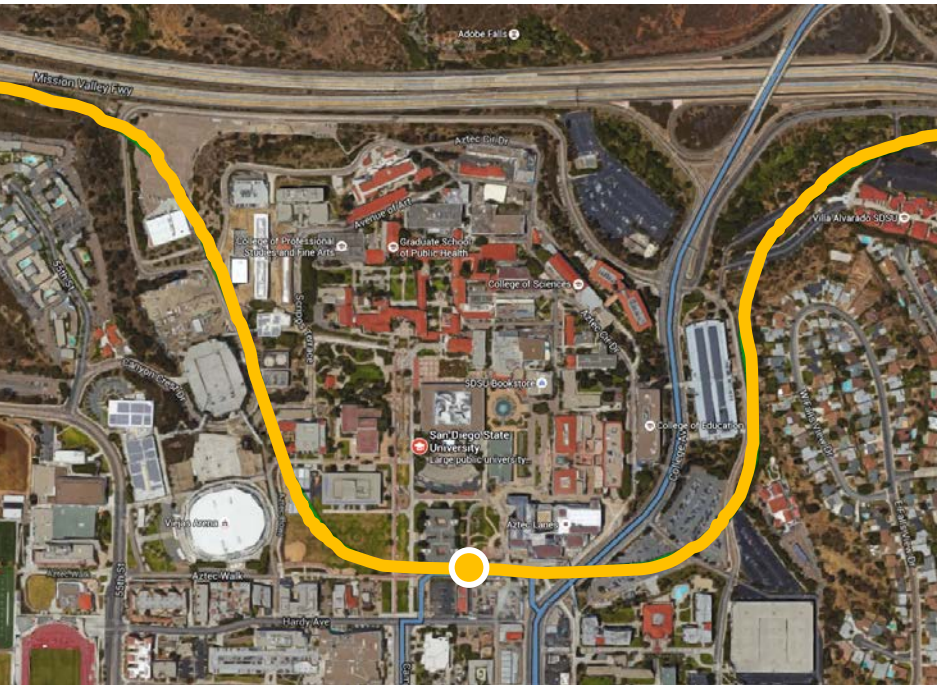
Auraria Campus/ C. C. of Denver +



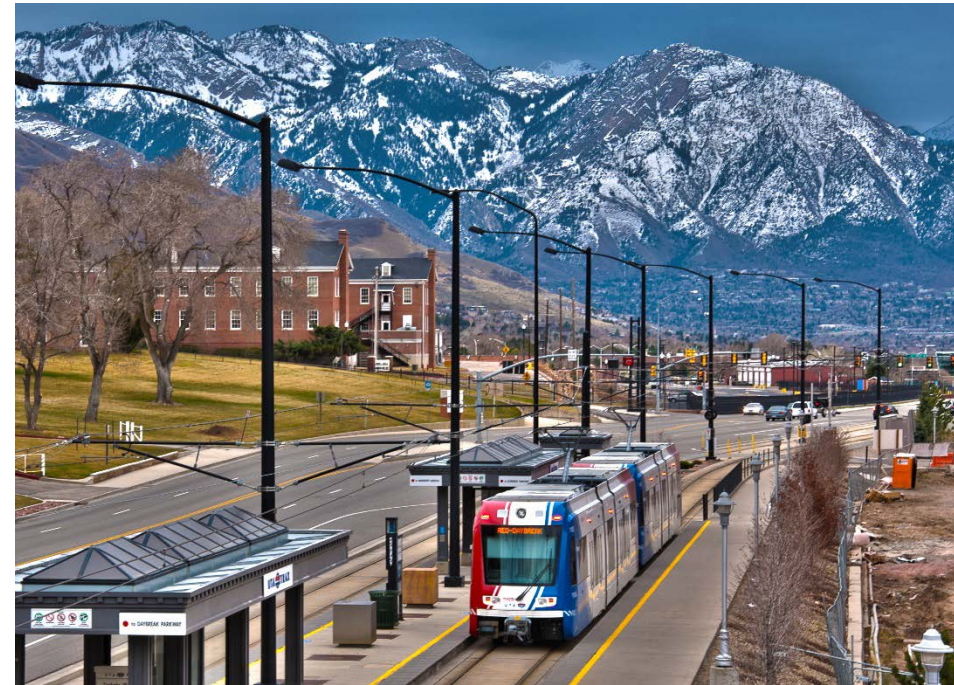
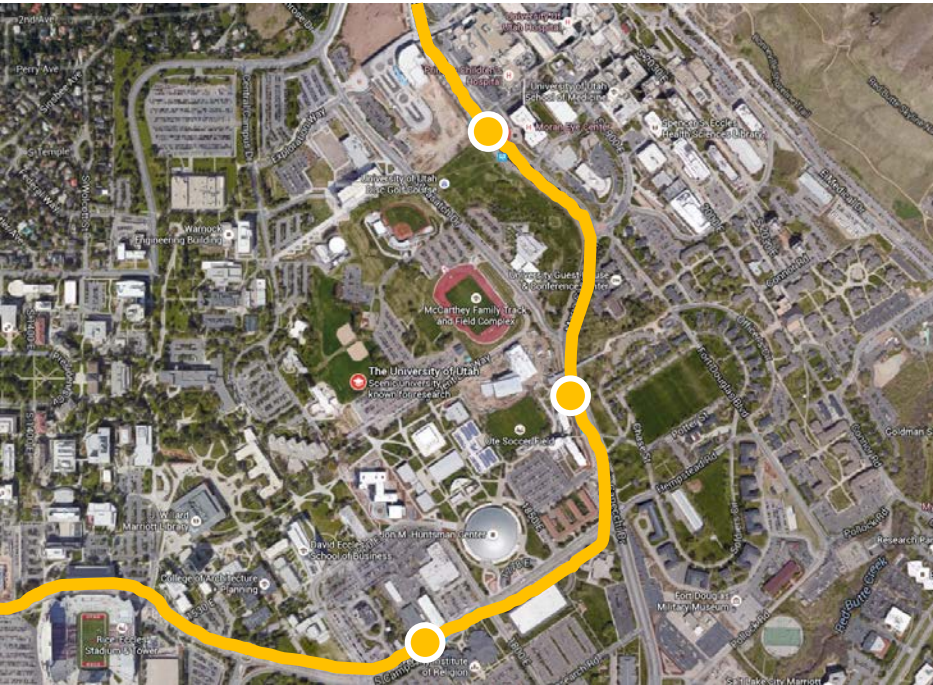
- 12,000 students
- Urban location – next to downtown
- 3 lines; ~15 minute headways each



- 17,000 students
- Suburban location – 7 miles from downtown
- 12-15 minute headways



- 33,000 students
- Suburban location – 8 miles from downtown (13 transit miles)
- ~15 minute headways each



- 32,000 students
- Urban location – 3 miles from downtown
- ~15 minute headways each

