



TOD  
**101**

# CREATING LIVABLE COMMUNITIES WITH TRANSIT



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

Reconnecting America

People • Places • Possibility



# What You Will Learn

- What are transit Centered Communities?
- Benefits of TOD
- Partnerships to Support and Implement TOD



Portland's Pearl District

# Your Trainers Today

- Catherine Cox Blair
- Kelley Britt



# TOD = A Walkable Neighborhood

Transit-Oriented Development or TOD

People within a **half-mile radius** are 5 times as likely to walk to a major transit stop than others. Those who live further from a transit node are less likely to bother with the train or bus.

TOD also applies at the station, corridor and regional scales.



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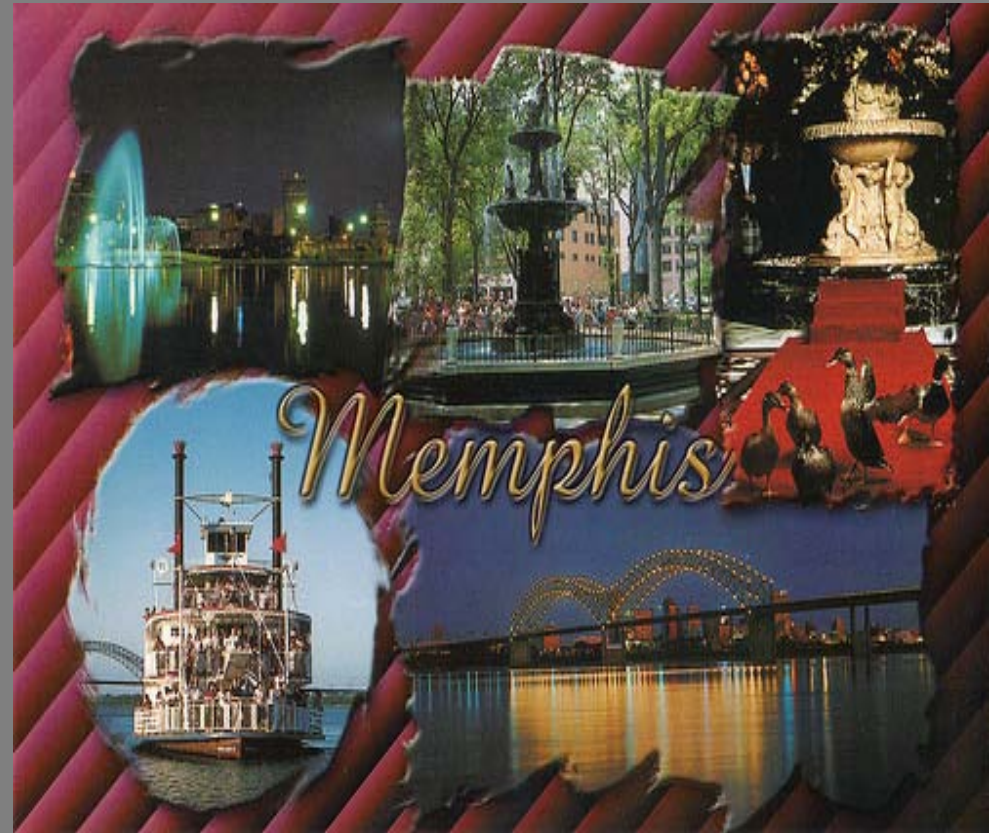
Creating Livable Communities with Transit



# TOD From a Community Perspective

Synergy between land use and transit delivers:

- Truly Affordable Housing and Access to Jobs
- Expanded Travel, Shopping and Housing Choices
- Regional Connections and Less Need to Drive
- Community Revitalization and Placemaking
- Environmental and Air Quality Improvements



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# TOD From a Transit Perspective

Synergy between land use and transit delivers:

- Increased Ridership and Revenue
- Regional Connections and Efficiency
- Value Creation and Financial Return
- Public Support for Expansion Projects



Seattle, WA

# TOD From a Regional Perspective

Synergy between land use and transit delivers:

- Improved Affordability for Residents
- Reduced Greenhouse Gas Emissions
- Economic Development and Sustainable Growth
- Efficient Transportation Investments



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# TOD: What it is not

- "One size fits all"
- Only high density housing
- A single project
- Fixed-guideway only
- Only targeted to certain market segments
- Disruptive of existing historic centers



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# Transit Centered Ingredients

- Walkable Neighborhoods
- Accessible Mix of Uses
- Mix of Housing Options
- Travel Options
- Quality Public Spaces
- Community Engagement



# Transit Centered Ingredients: Walkable Neighborhoods

- Streets and roads that are designed for people not just for cars
- Buildings front on the street
- Universal design that provides access for all



*This*



*Not this*

# Transit Centered Ingredients: Accessible Mix of Uses

- Walk to shops and services
- Support local businesses
- Access daily needs without driving
- Link trips to community uses such as schools and libraries



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# Transit Centered Ingredients: Mix of Housing Options

- Provide for a diversity of people - singles, families, retirees
- Both rental and for-sale
- Mix of product types - lofts, apartments, townhomes, condos, single-family and work-live units



*Housing options within ½-mile of U Street  
Metro Station in Washington DC*

# Transit Centered Ingredients: Travel Options

- Transit can't do it alone
- Car sharing + shared parking
- Bike and pedestrian connections
- High quality transit network and connections



# Transit Centered Ingredients: Quality Public Spaces

- Gathering places and opportunities for interaction
- Reflect local character and community
- Venue for various activities
- Demonstrate positive public investment in community and transit



# Transit Centered Ingredients: Community Engagement

- Outreach and meaningful involvement in planning process
- Long-term strategy and collaboration
- Clear implementation steps so everyone can see progress



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# Transit Centered Communities

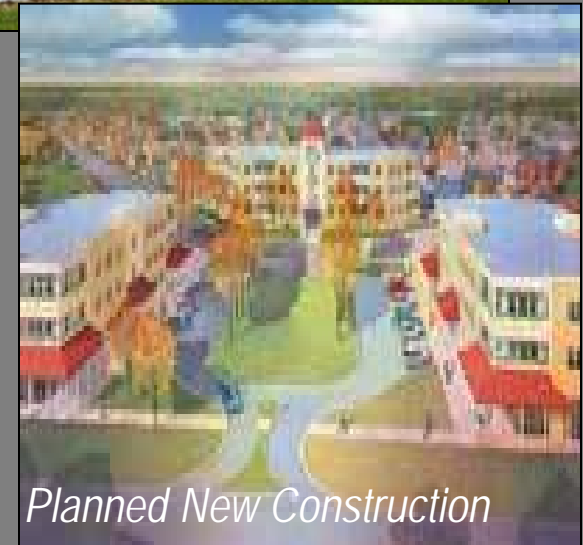
## Case Study: Prairie Crossing, IL

- Approx. one hour outside of Chicago
- Two Metra commuter rail stations
- New green construction (36 condominiums and 359 single-family homes)
- New public parks and open space

*Train Station*



*Older Housing Stock*



*Planned New Construction*

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# Benefits of Transit Centered Communities

1. Placemaking
2. Economic Development
3. Environmental and Public Health
4. Lower Housing and Transportation Costs
5. Community and Historic Preservation
6. Transportation System Performance
7. Transportation Choice

# Benefit 1: Placemaking

- Creates the built environment that creates community
- Stimulates interaction
- Encourages entrepreneurship
- Fosters innovation and
- Nurtures humanity



Court Square

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# Placemaking

THIS



Beale St- Memphis, TN

NOT THIS



# Benefit 2. Economic Development

- Increases property values and tax revenue
- Jobs in accessible locations
- Value capture opportunities



Shaker Square Cleveland, OH

# Regional Job Links are Critical

- Make transit “useful” and boost ridership
- Look at sectoral mix and growth
- Provide infrastructure for concentrating employment uses
- Means for opening a regional growth dialogue

# Value Capture

- Transit Agency – increased fare box revenues, lease revenues from joint development, higher ridership
- Local Governments – higher tax revenues from increased sales and property tax
- Residents – reduced household transportation costs and increased property values

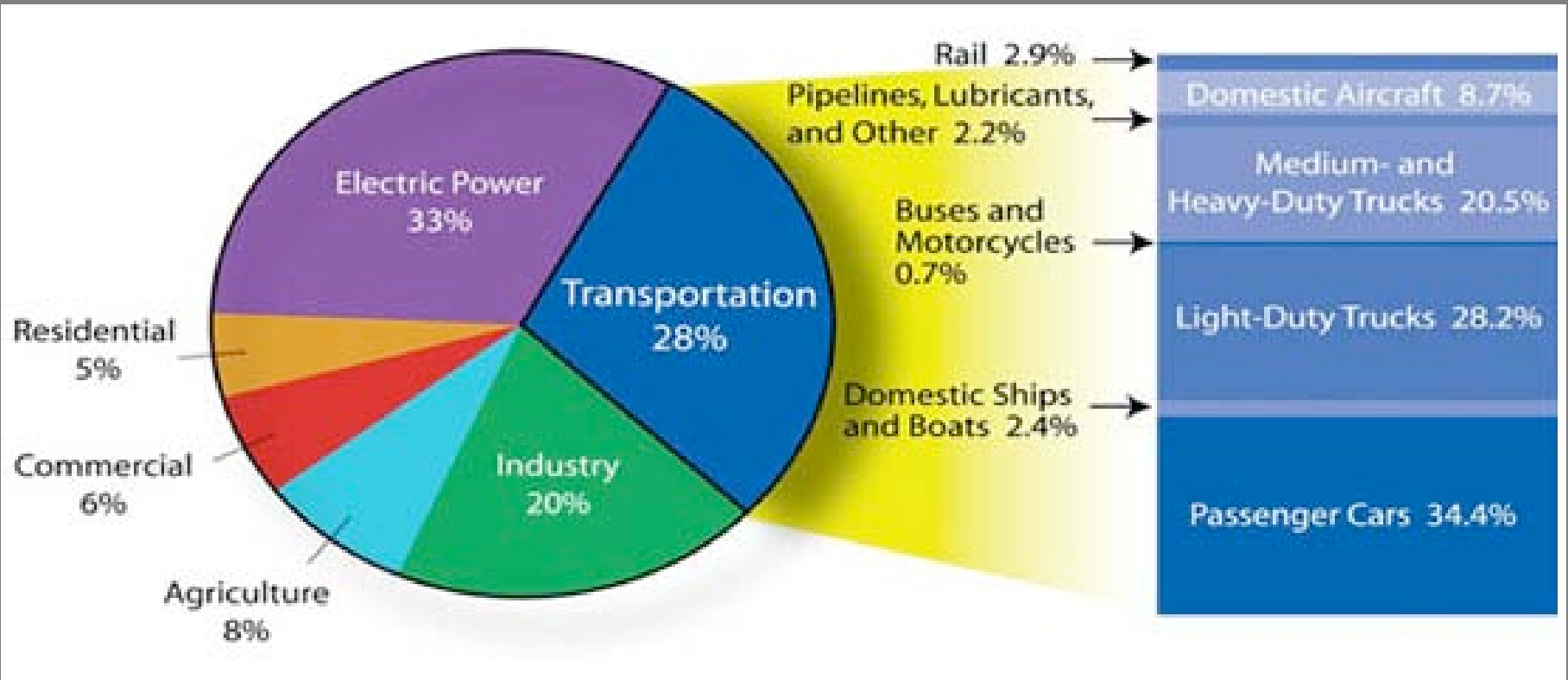
# Benefit 3: Environmental and Public Health

- Reduced greenhouse gas emissions and pollution.
- Increased Walking and Biking
- Improved public health



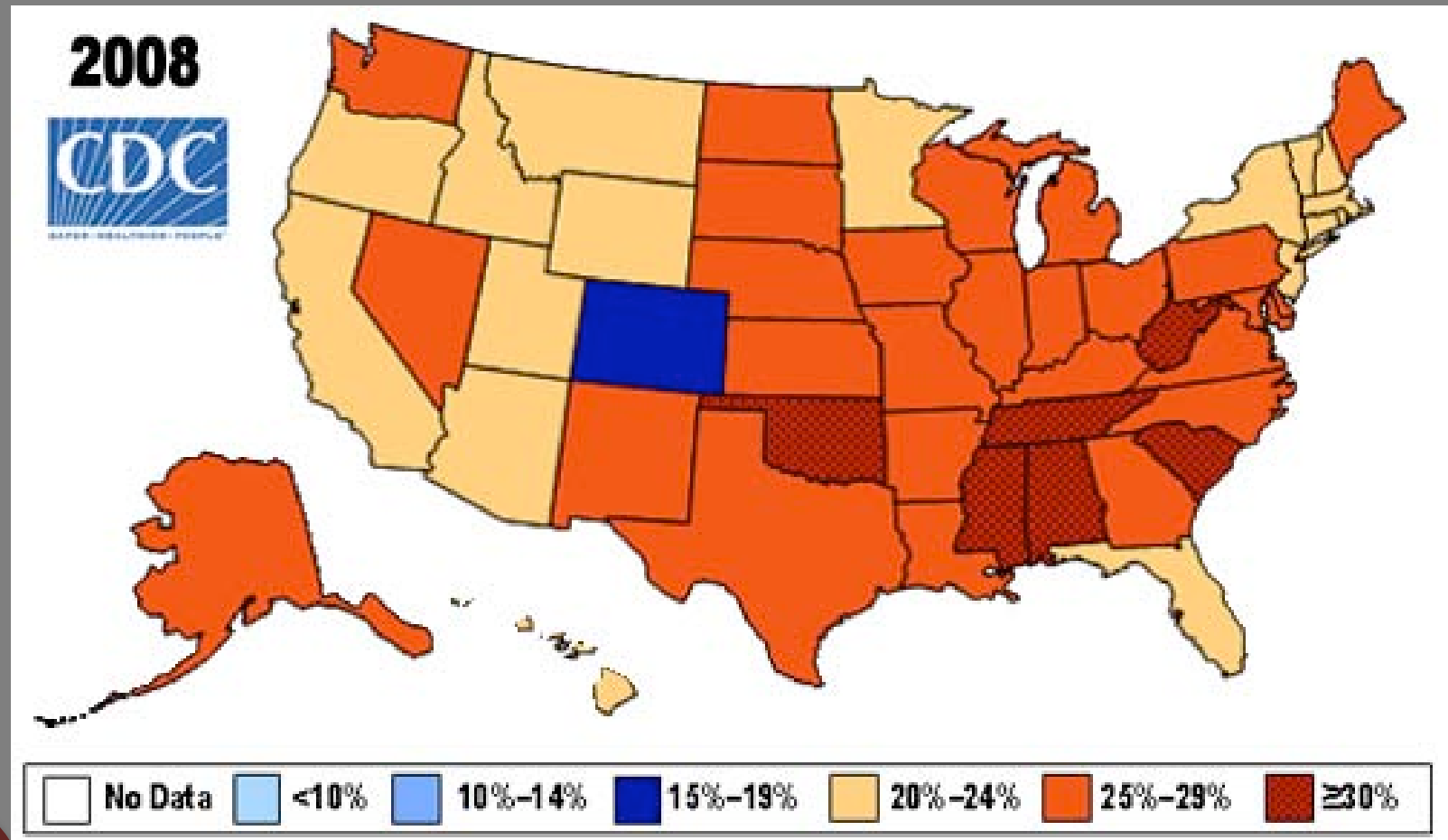
Portland, OR

# Response to Climate Change





# Activity and Obesity are Linked

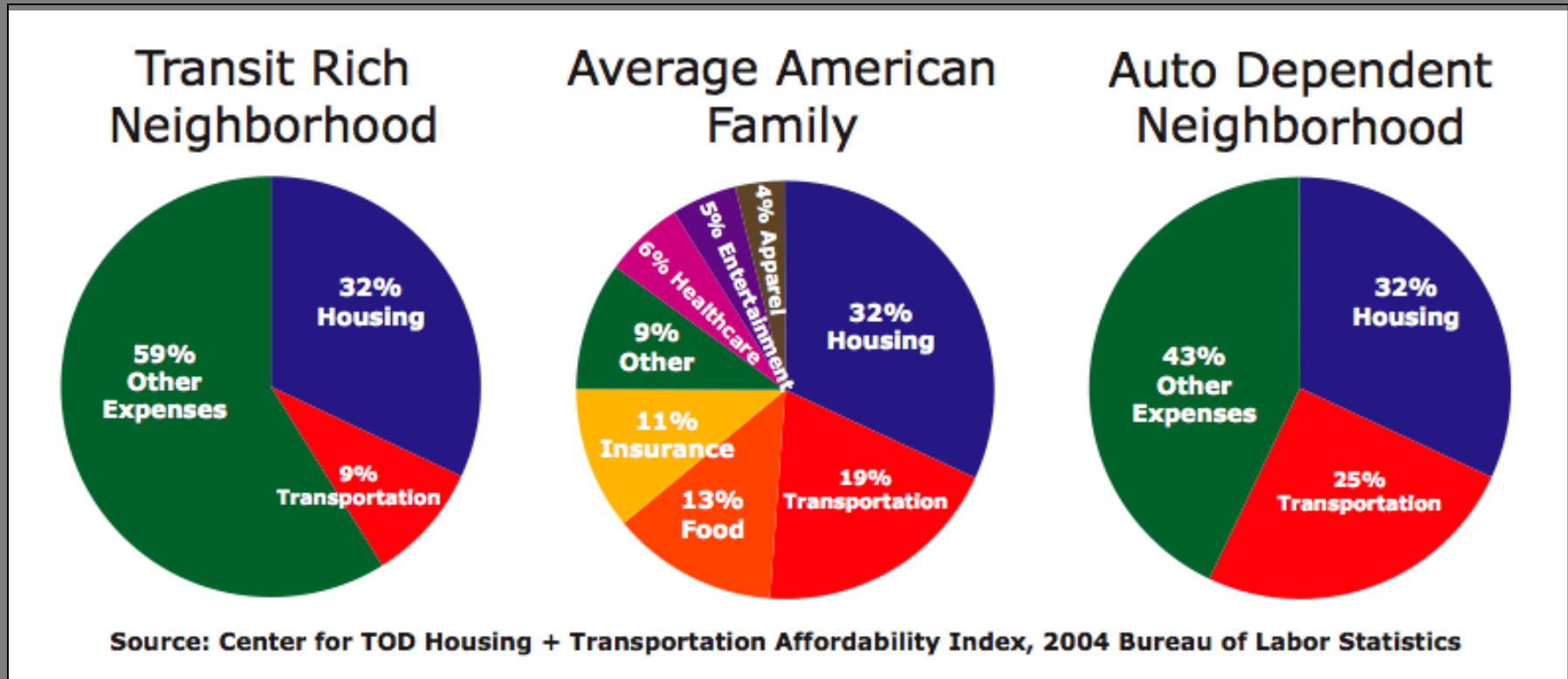


# Benefit 4: Reduced Housing and Transportation Costs

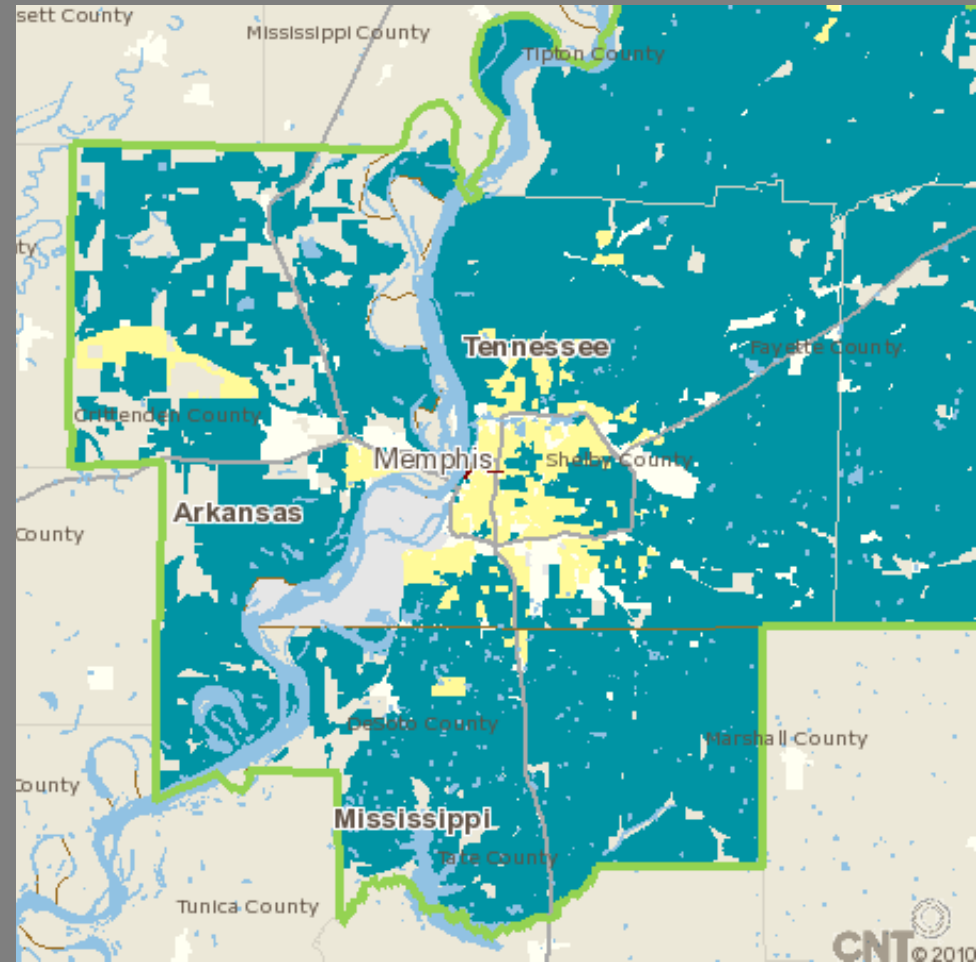
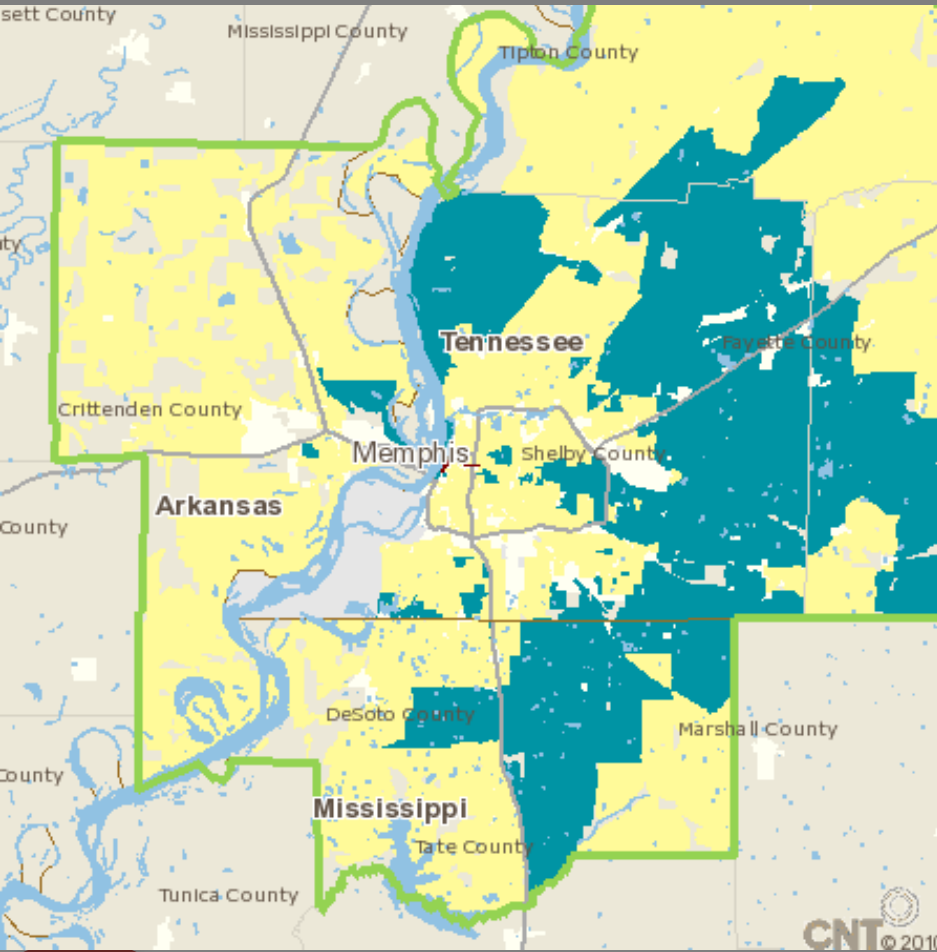
- Reduced auto ownership and need to drive
- Opportunity to link a range of incomes and household types with other amenities
- Translates into more spending power locally



# Households Spend Less on Transportation when Options are There



# Housing and Transportation Costs



The Memphis, TN region spends greater than 45% on transportation costs

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# Meet Market Demand

- Neighborhoods can respond to 21<sup>st</sup> Century desires
- Housing for working families
- Housing demand responds to transit investment



Santa Clara, CA

# Benefit 5: Community and Historic Preservation

- Opportunity to reinforce existing development
- Reinvestment in historic buildings
- Reuse of vacant or abandoned buildings



# Benefit 6: Improved Transportation System Performance

- Reduced highway congestion and travel time
- Access and connections to the regional transportation system
- Reduced local congestion





# Reduce congestion and travel time

- Focus activity around transit to reduce vehicle trips
- Address local congestion with connected street networks





# Benefit 7: Transportation Choice

- Increased walking and biking
- Higher transit ridership
- Reduced auto ownership and use
- Shorter commute patterns



# Transportation Choice

Provide better access and connections to the regional transportation system:

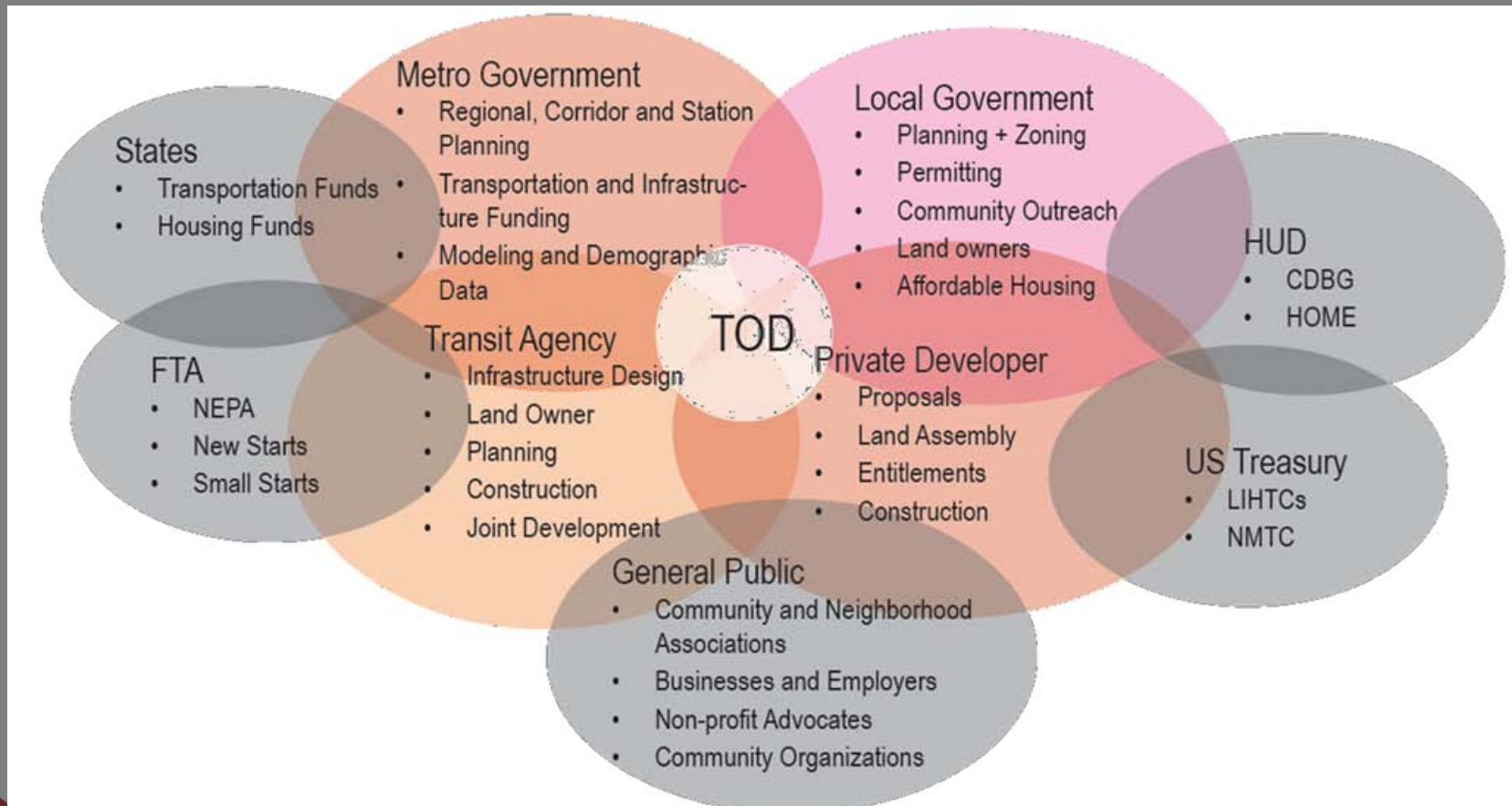
- Improve access to rail
- Design Bus Rapid Transit
- Make transit transfers seamless and pleasant



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# Partnerships to Support TOD



# Regional Approaches to Partnerships

- Metropolitan Planning Organizations (MPO's)
- Transit Agencies
- Local jurisdictions

# Regional Agencies

- MPOs and regional agencies provide technical and planning support, and allocate funding for transit supportive programs and infrastructure. Regional agencies also play an important role in convening the elected officials on issues of regional significance.

# Role of MPO's in TOD Planning

- Educate board members, local jurisdictions and public on TOD and benefits
- Develop a public involvement strategy
- Consider regional affordability goals that combine housing and transportation expenses
- Fund TOD studies and TOD infrastructure
- Identify key corridors for transit investment

# Transit Agencies

- Transit agencies lead the planning, funding, construction, operation and maintenance of the transit system.
- Transit agencies coordinate with many stakeholders throughout the planning and construction process to ensure high quality TOD is realized.
- Transit agencies adopt TOD supportive policies and own land around transit stations that is well positioned for joint development.

# Local Jurisdictions

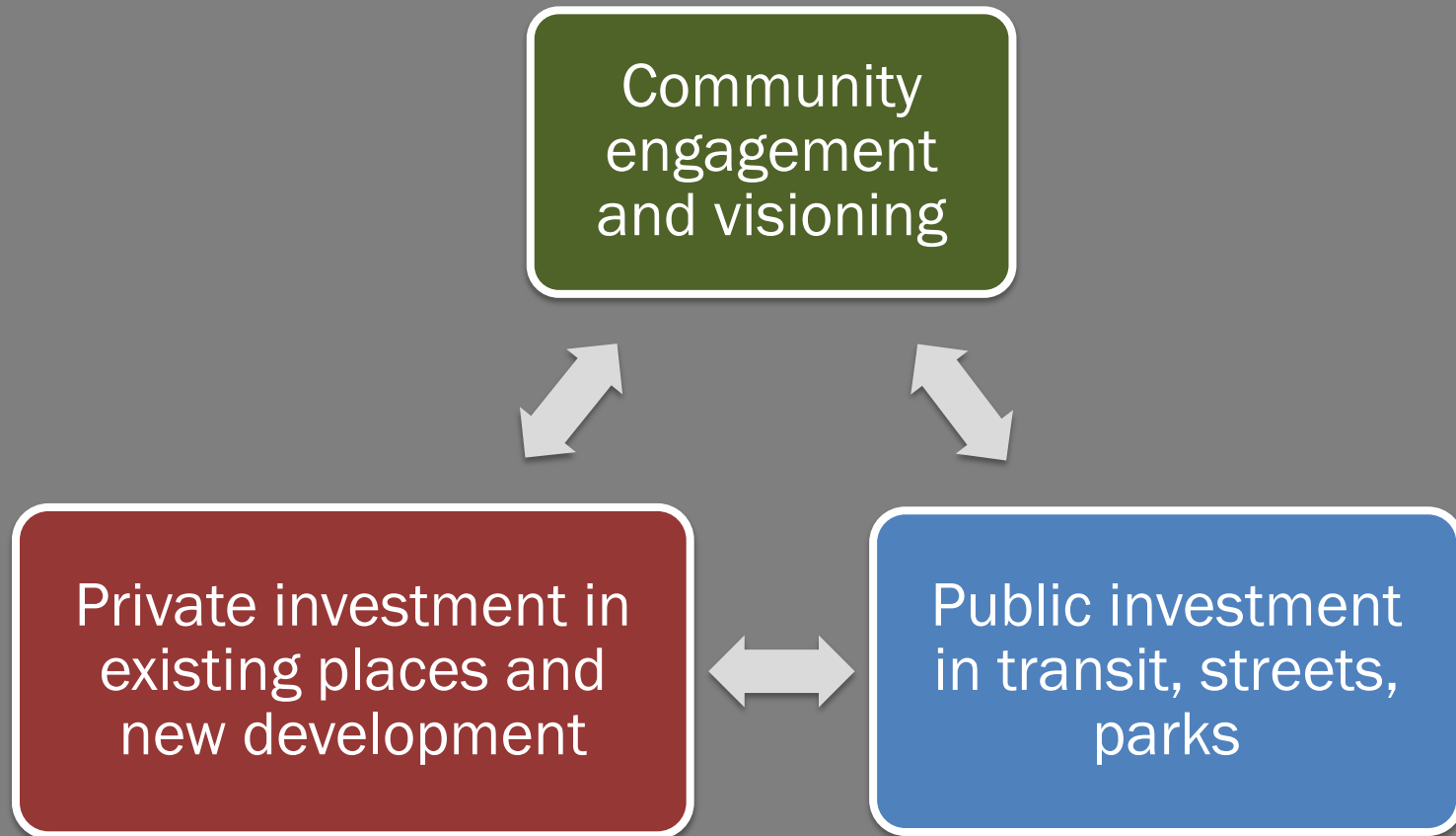
- Provide local land use control and zoning
- Adopt TOD supportive policies
- Manage the local right-of-way and maintain local streets and sidewalks
- Control traffic signal placement and timing
- Have capital improvement programs and other funding mechanisms
- Local officials can be advocates and TOD supporters



# TOD Involves a Range of Public and Private Investments

- Both public and private financing will be required
- Effective overall financing plan will involve unusual partnerships and collaborations
- Public financing will come from the municipality, the State and potentially Federal agencies
- Investments will be phased and implemented over time

# Implementing TOD



# Transit Centered Communities are Complex, But Not Difficult

- Multiple stakeholder agendas requires careful outreach and education
- Proactive planning and investment set the table
- Long-term visions are needed to keep the momentum
- Partnerships are essential at every step of the way





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QUESTIONS?  
COMMENTS?



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