

TOD
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CORRIDOR PLANNING and TOD

What You Will Learn

- Scales of TOD
- The Transit Corridor
- Types of Corridors
- Objectives and Strategies for Transit and TOD at the Corridor Level



Main Street



Corridor Planning and TOD

Your Trainers Today

- Catherine Cox Blair
- Kelley Britt



Corridor Planning and TOD



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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Corridor Planning and TOD

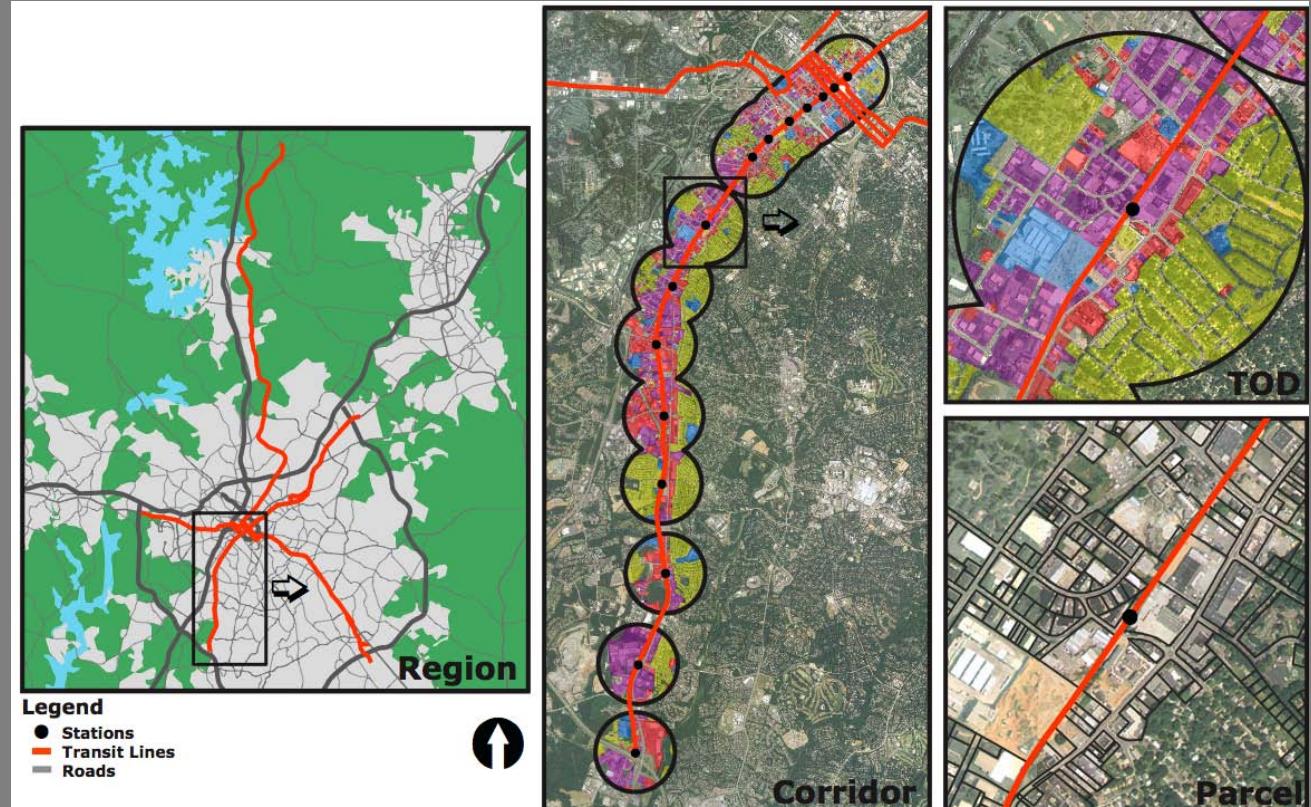
TOD: What it is not

- "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



Planning for TOD at Four Scales:

- Site
- Station
- Corridor
- Region



Corridor Planning and TOD

Site/Project Scale

- Design of streets
- Design of buildings
- Design of public spaces

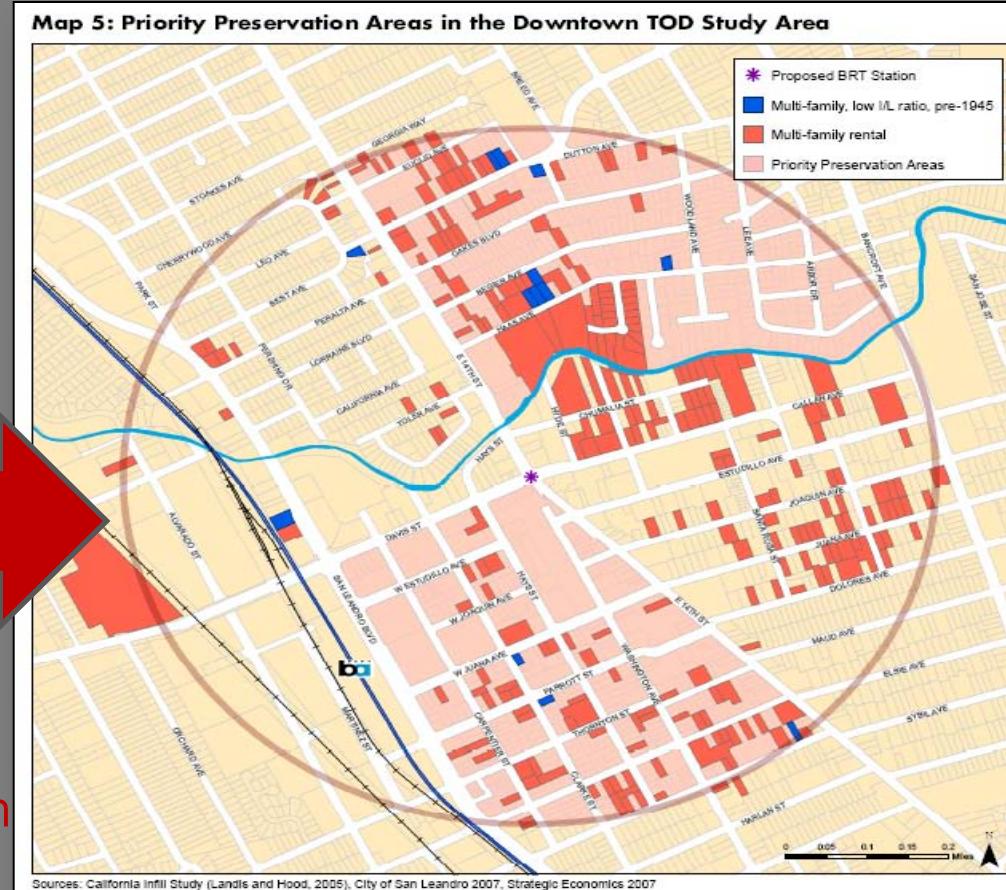


Station Scale

- The Station Area generally refers to the $\frac{1}{2}$ mile radius around the station.

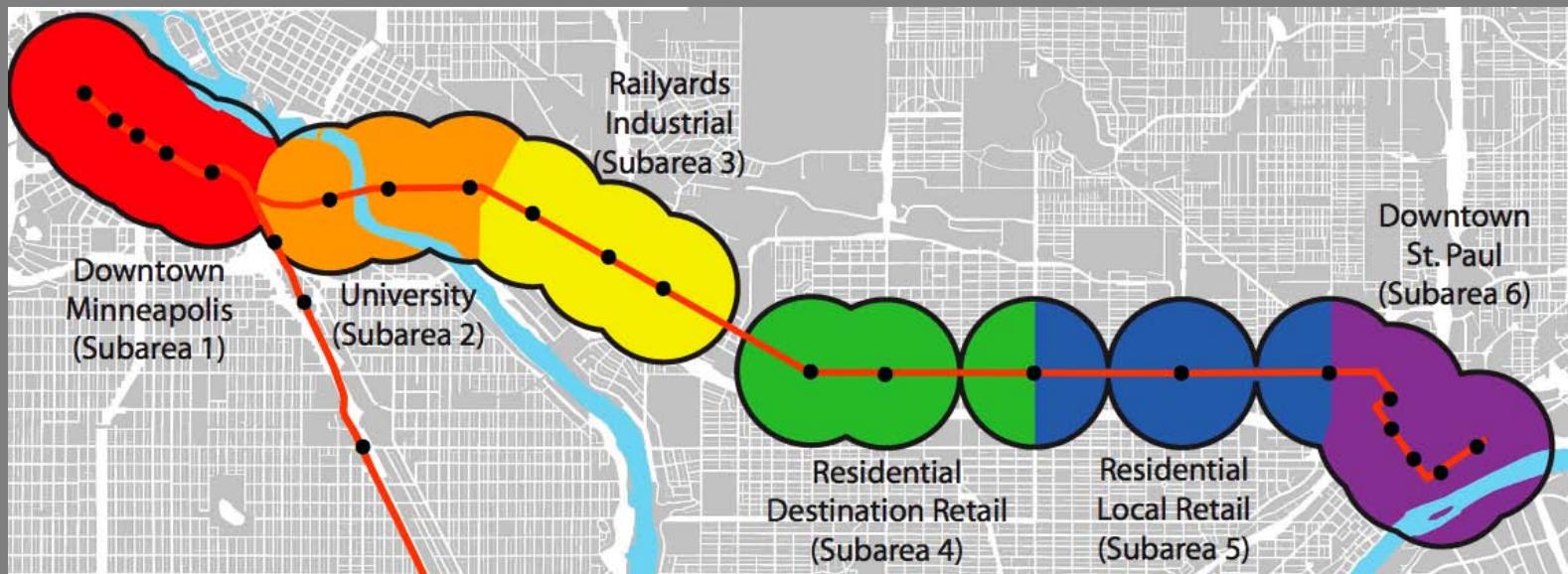
$\frac{1}{2}$ mile radius

San Leandro BART Station



Corridor Scale

- In regions just starting to build their transit network, choosing the “right” corridor to construct first can foster regional support and momentum for transit and TOD.

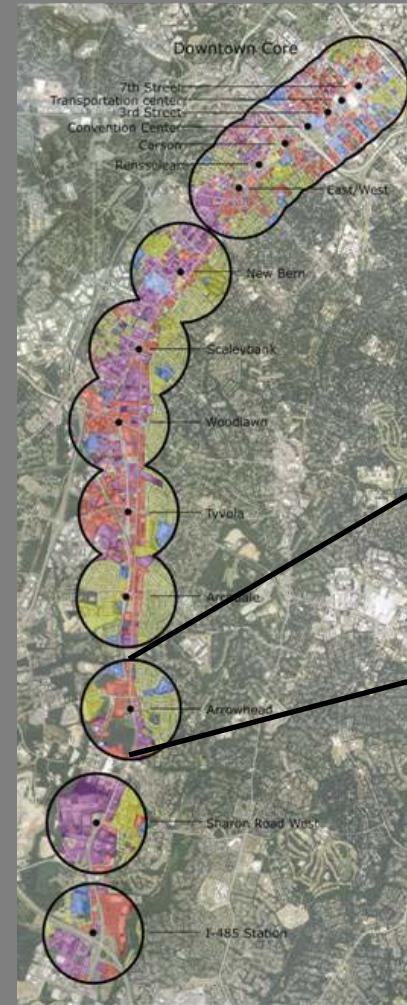


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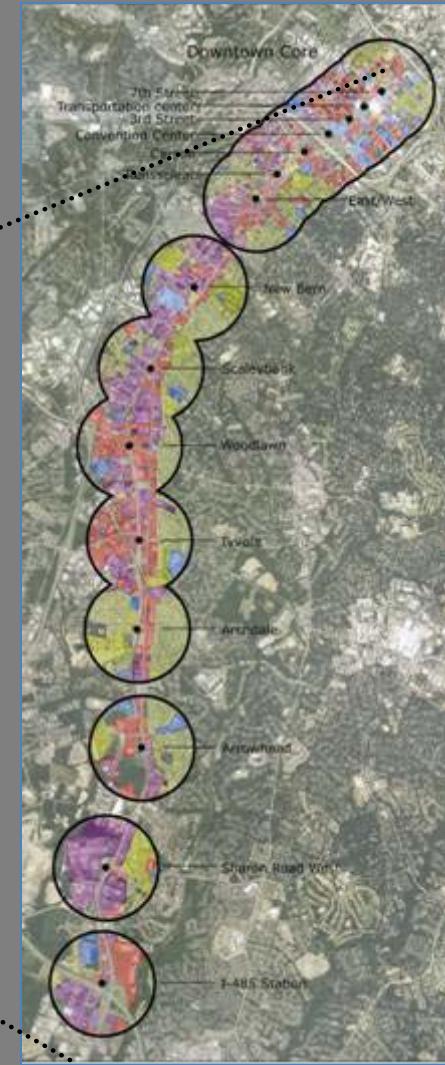
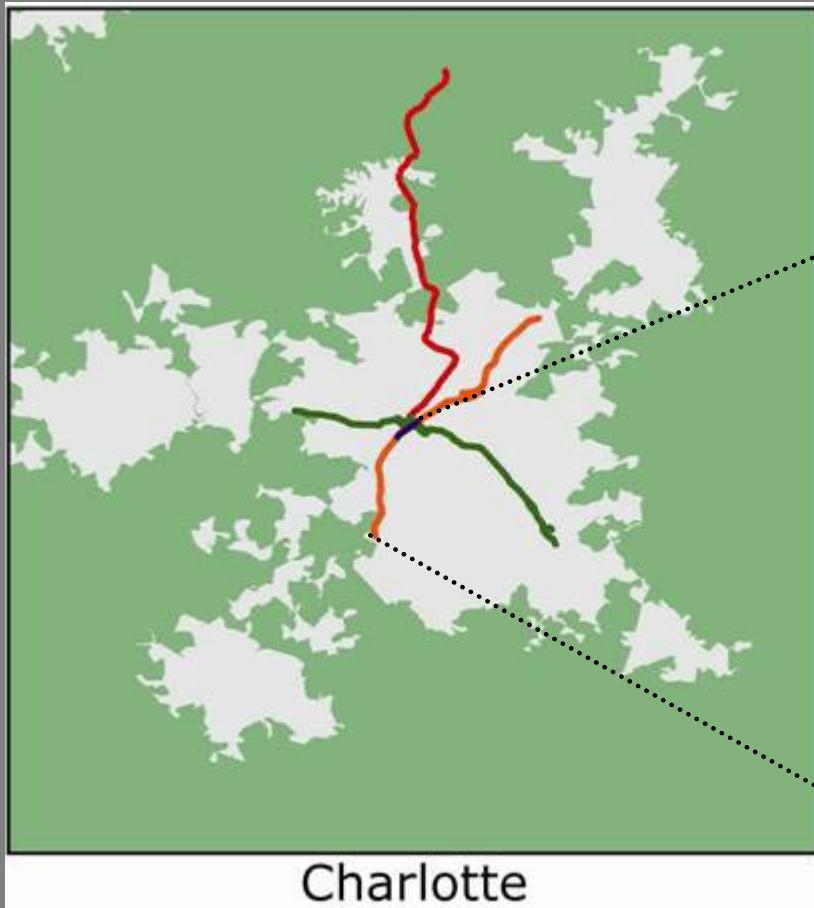
Corridor Planning

What is a Transit Corridor?

- A transit corridor is defined as the walkable areas around all of the stations along a transit line.
- The line segment connects a series of “station areas”
- Station areas are the walkable, half-mile radius around each station



Regions Are Networks of Corridors



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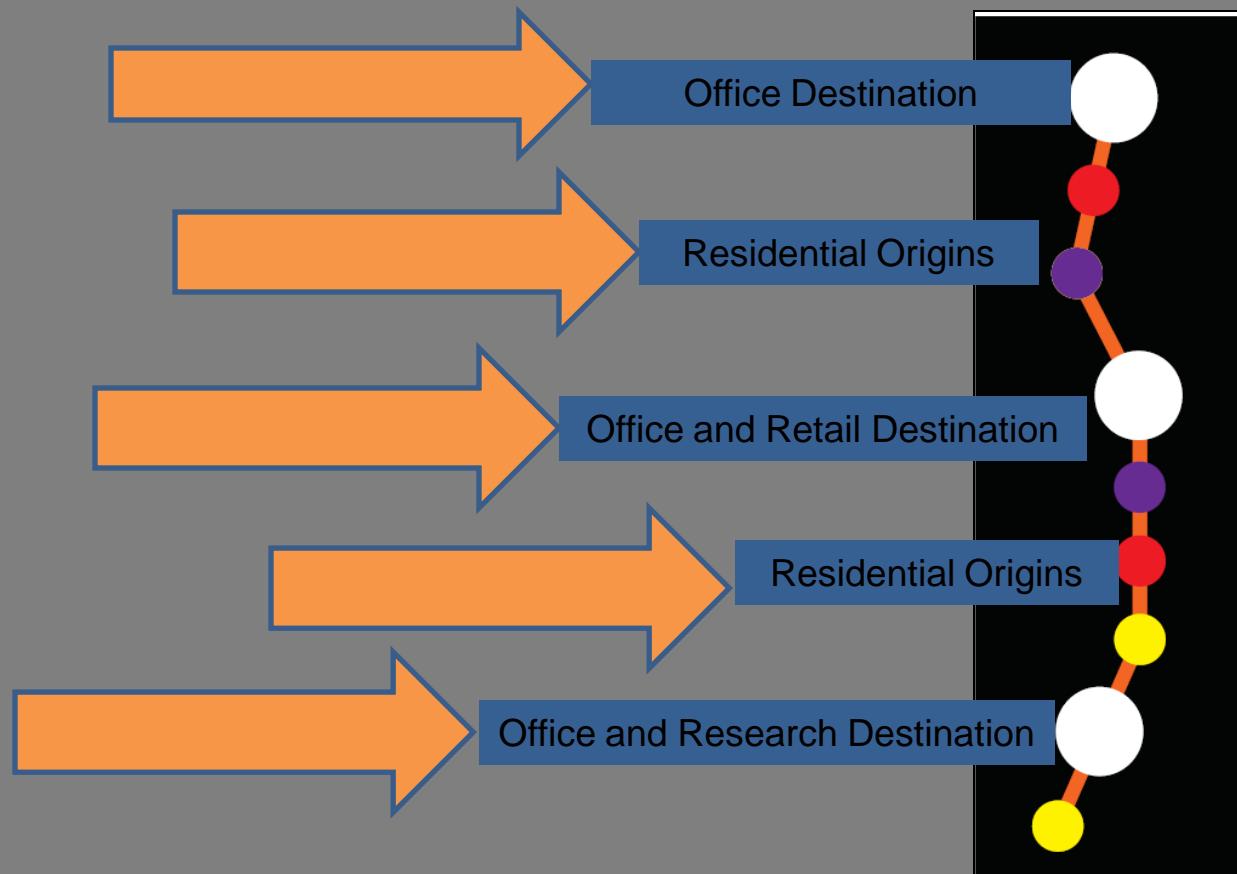
Corridor Planning and TOD

What are the Benefits of Corridor Planning?

- Integrates both regional and local contexts
- Transit becomes the organizing principle for development
- Engages a wide range of stakeholders
- Transit changes market dynamics by providing new access
- Corridors become the network of regions
- Prioritizes high-potential station areas for development and investment

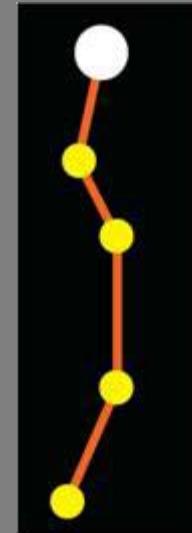


Station Areas Serve as Origins or Destinations along a corridor

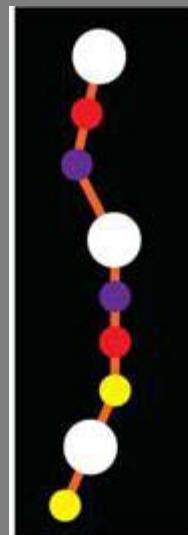


Three Basic Corridor Types

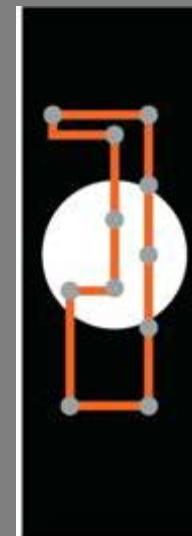
Commuter



Destination Connection



District Circulator



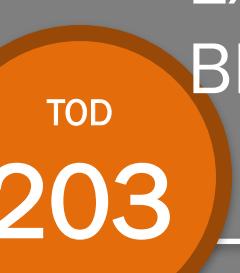
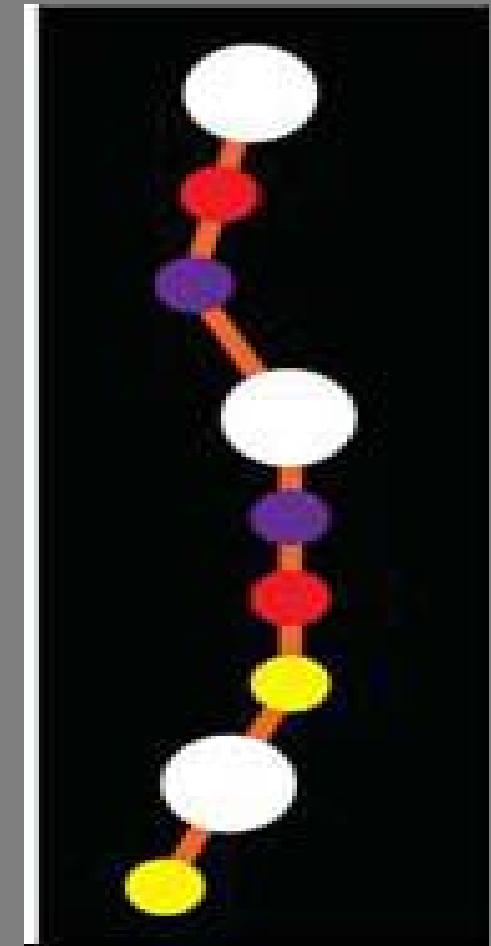
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Corridor Planning

Corridor Type 1 Destination Connector

- Links residential neighborhoods to multiple activity centers
- Encourages ridership in both directions and picks up off-peak riders
- Example: Kansas City BRT Line



Destination Connector

Case Study: Kansas City, MO

- “Connector Line”
- Connects most of the highly populated districts in the city
- Will connect to new BRT Line, future light rail and streetcar projects
- Potential for future TOD investment along the corridor

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Corridor Planning and TOD



Union Station

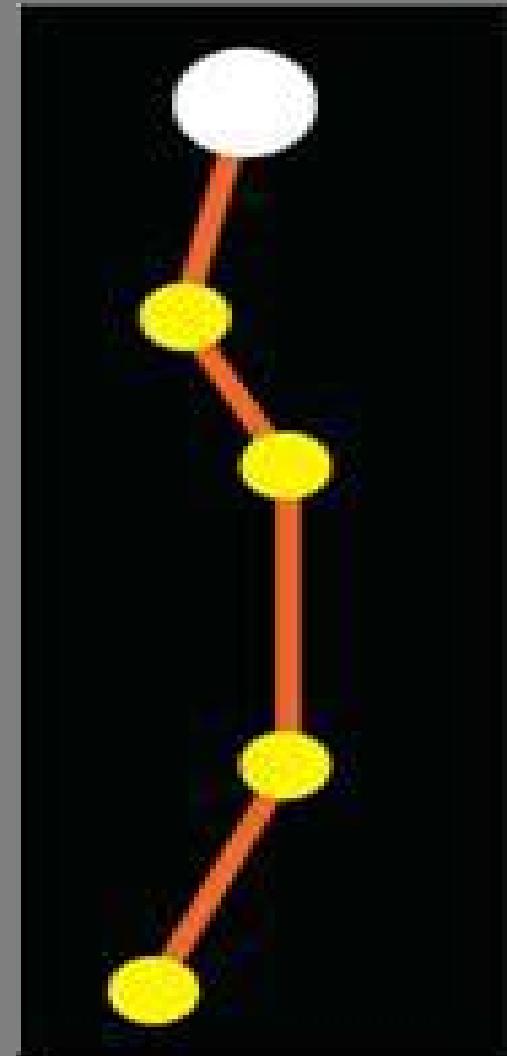


Crown Center



Corridor Type 2 Commuter

- Mainly serves one activity center which is typically the CBD.
- Riders are coming into the CBD for both works trips
- High ridership usually takes place during peak hours

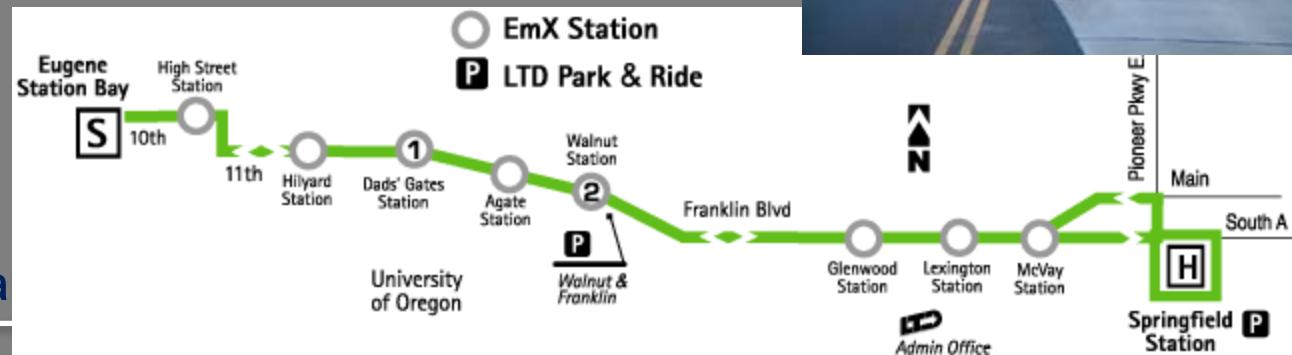


Commuter BRT

Eugene, OR

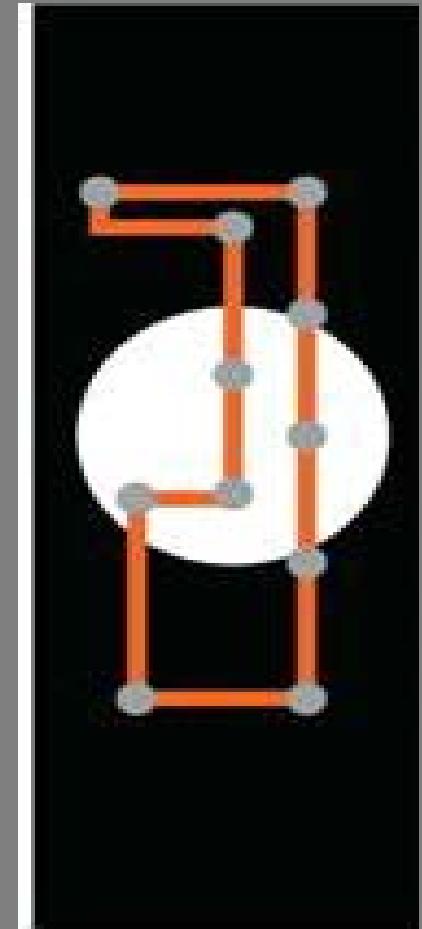


- Emerald Express (EmX)
- 10 stops
- 4 mile route that connects downtown Eugene to downtown Springfield
- Over 4,700 riders daily



Corridor Type 3 District Circulator

- Facilitate movement within an activity node
- Usually “circles” around downtown, a medical or educational center
- Typically a circulator, streetcar or high frequency bus



District Circulator Memphis, TN

- Connects most downtown major attractions
- 3 Trolley car system
 - Main Street Trolley
 - Riverfront Loop Trolley
 - Madison Ave Trolley



Corridor Planning and TOD



What are the Benefits of Planning at the Corridor Level?

- Explains station area roles within the corridor and maximizes the benefits generated by connectivity and greater mobility choices
- Integrates the regional and local contexts
- Creates momentum for TOD implementation
- Increases efficiency



Objectives for Transit and TOD at the Corridor Level

1. Guide growth and development
2. Support regional economic growth
3. Enhance regional and local equity
4. Promote reinvestment and increase spending power
5. Invigorate stakeholder engagement and collaboration
6. Maximize TOD potential and benefits



Corridor Planning



Guide Growth and Development

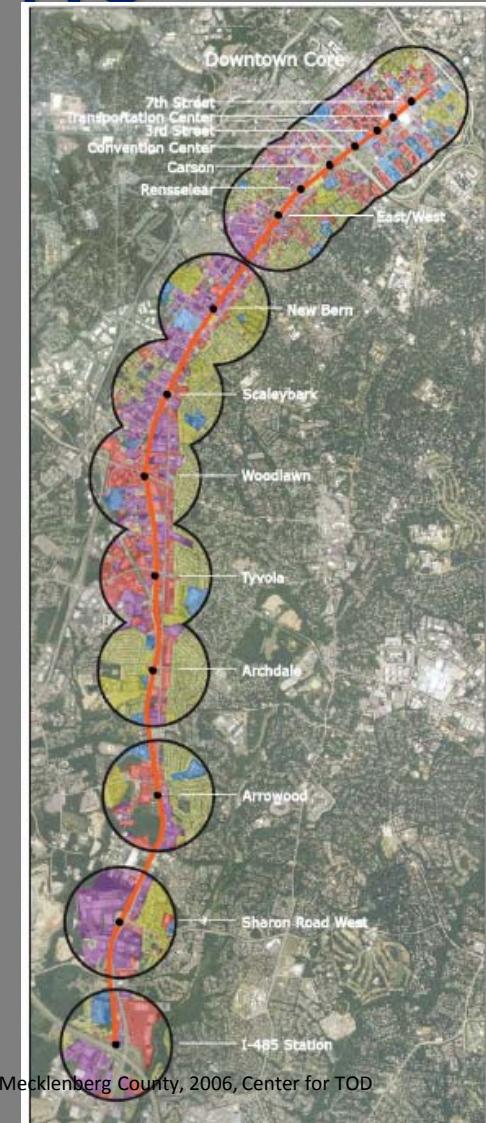
- The corridor planning process can help identify where new development might occur.
- Transit alone does not create a new market for development.
- Strategy: Understand the potential market reaction to transit.
- Transit can influence the market by:
 - Improving access to key destinations
 - Nudging the market from stations with pent up demand to lower demanding stations



Guide Growth and Development

Case Study: Charlotte, NC

- New light rail line introduced in 2007
- Connects the city center to suburban Pineville
 - Links urban and suburban communities to city center
- Major Functions:
 - Future growth and development (infill)
 - Economic development



Source: Mecklenburg County, 2006, Center for TOD

Support Regional Growth

- Transit corridors can support continued economic growth by offering alternatives to driving and improved connections to jobs and other destinations.
- Strategy: Connect residents to activity center with transit
 - Align new transit corridors with existing travel patterns
 - Connecting regional destinations



Support Regional Growth

Case Study: Seattle Streetcar

- South Lake Union Line
- 2.9 mile street car corridor
- Connects neighborhood residents to downtown
- Connects to bus and light rail system that goes other regional destinations



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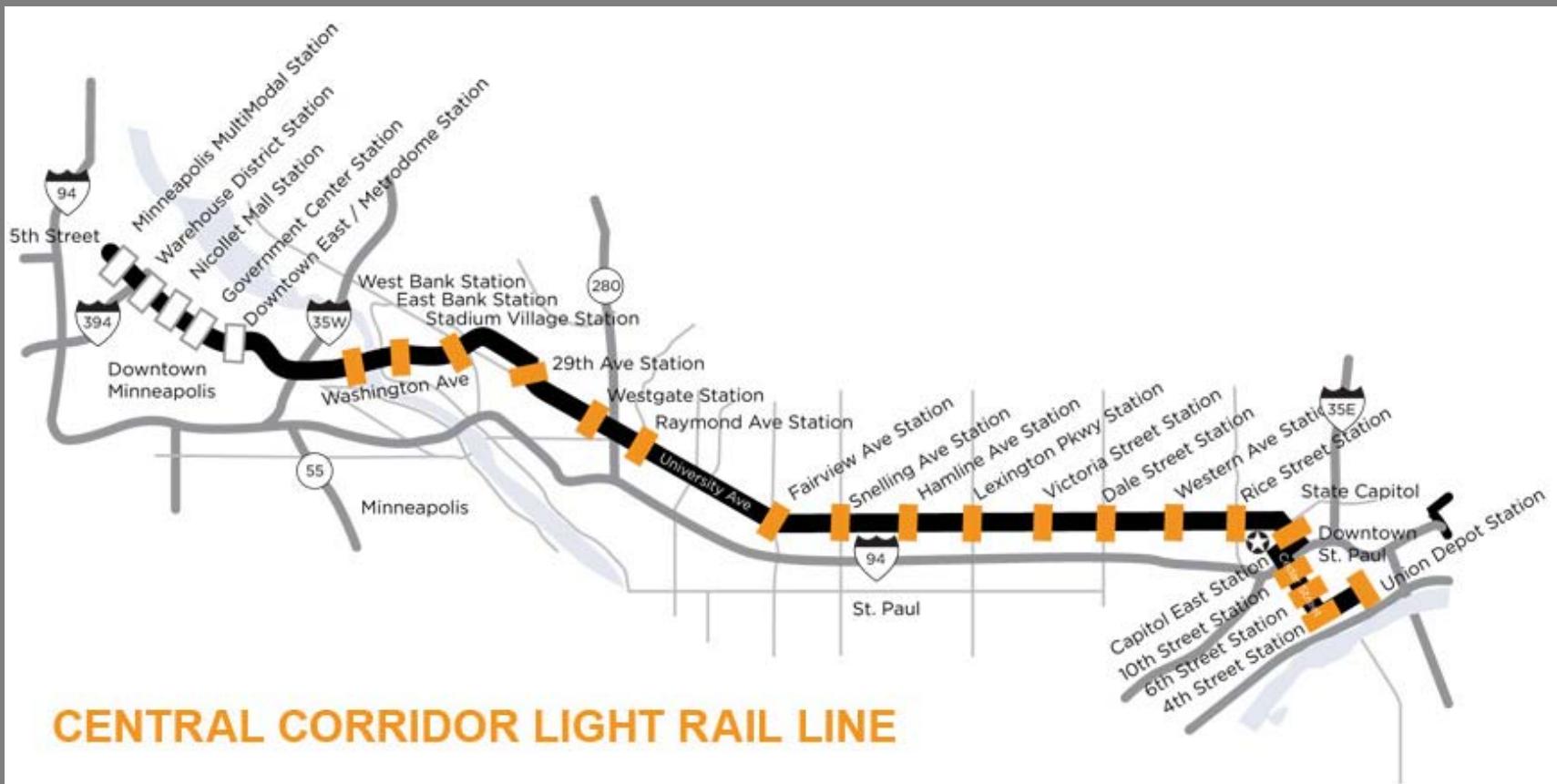
Corridor Planning and TOD

Increase Regional and Local Equity

- Connect lower-income neighborhoods to job centers to enhance equity
- Access to regional centers by transit lowers transportation costs and increases spending power
- Strategy: Develop a mixed-income TOD strategy
 - Existing affordable housing should be preserved
 - Target resources toward new affordable housing



Increase Regional and Local Equity Case Study: Central Corridor



Promote Reinvestment and Increase Spending Power

- Leverage significant economic development and investment along older corridors
- Allows residents to have local spending power
- Strategy: Create an economic revitalization policy
 - Local-hire requirements
 - Tax breaks and other incentives
 - Shared parking or other strategies



Promote Reinvestment and Increase Spending Power

Case Study: Euclid Corridor

- 6.8 mile BRT corridor that connects downtown to first inner ring suburb
- Connects resident to employment destinations
- 4.3 billion of new and/or infill private development in along the corridor



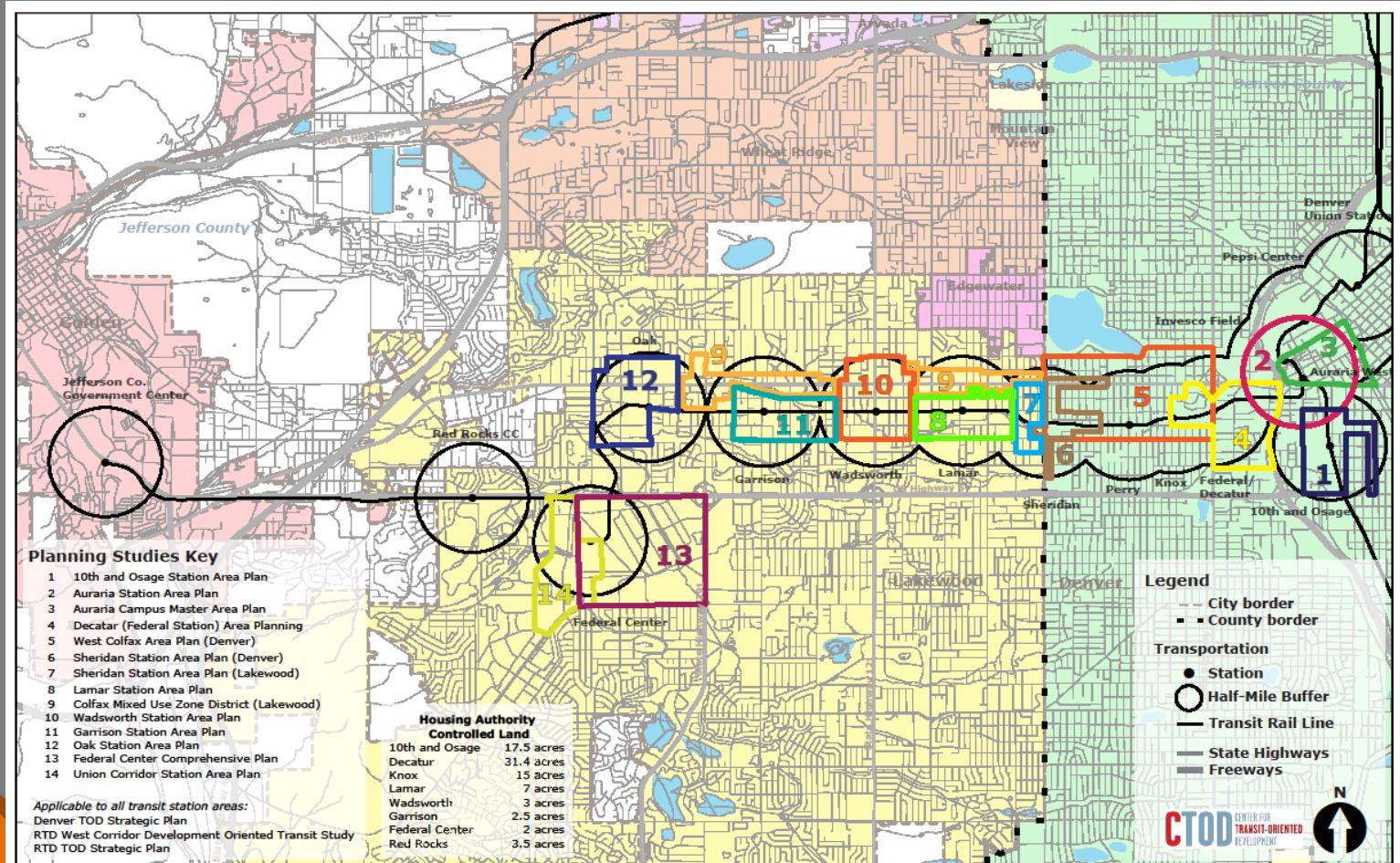
Invigorate Stakeholder Engagement and Collaboration

- Transit agencies and city planners are the key actors in TOD planning and implementation.
- Utilizing corridor planning widens the spectrum of stakeholders and requires greater buy-in
- Strategy: Coordinate key stakeholders
 - Stakeholder engagement will depend on the objectives set forth in the planning process



Invigorate Stakeholder Engagement and Collaboration

Case Study: West Corridor



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Corridor Planning and TOD



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

Maximize TOD Potential and Benefits

- New transit corridor requires public and private investment
- Identify where and when to invest public dollars to ensure local goals
- Strategy: Establish a phased TOD implementation and investment plan
 - Prioritize stations areas for investment
 - Investment framework should be created to utilize data on existing conditions and coordination



Maximize TOD Potential and Benefits

Case Study: Baltimore, MD

TOD OPPORTUNITY ANALYSIS

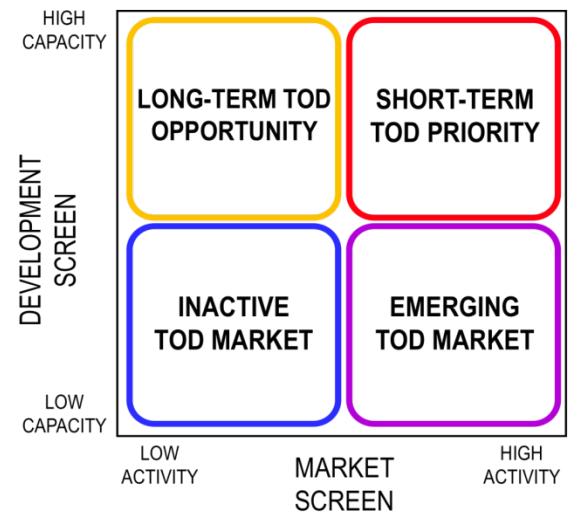
KEY QUESTIONS

- Is there land available for development?
- Is there the potential for some uses to transition to others?
- Are the opportunities to intensify existing residential or employment concentrations?

KEY INDICATORS

- Underutilized Commercial/Industrial Land
- Holding Capacity
- Non-programmed public land

Baltimore Regional
TOD Strategy
Neighborhood TOD
Priorities
CTOD CENTER FOR
TRANSIT-ORIENTED
DEVELOPMENT
30 November 2008



KEY QUESTIONS

- Is there development happening now?
- Are values going up quickly?
- Is there a lot of transaction activity?

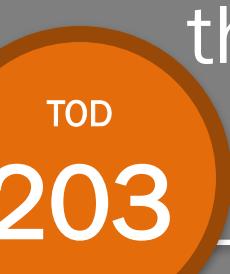
KEY INDICATORS

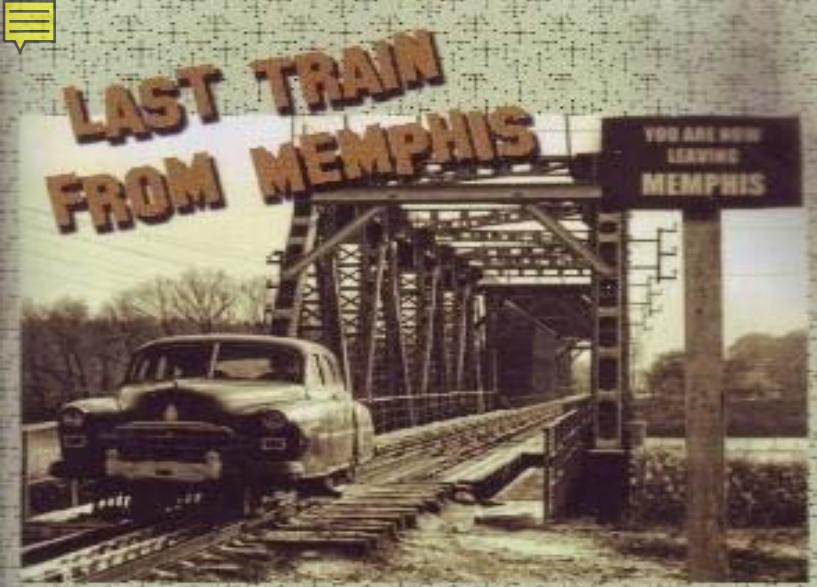
- Permit activity
- Sales Activity
- Median Income



In Closing...

- All scales of planning for TOD are important
- Corridor planning typically begins when a new transit investment is proposed
- Corridor planning presents the opportunity to engage stakeholders early in the process
- Corridor planning is effective when it involves planning for each station along the corridor as well as the role they play within the regional network





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QUESTIONS?
COMMENTS?