TOD 203

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
Your Trainers Today

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- Kelley Britt
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.
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
Site/Project Scale

- Design of streets
- Design of buildings
- Design of public spaces
Station Scale

- The Station Area generally refers to the ½ mile radius around the 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.
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

Charlotte
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

- Office Destination
- Residential Origins
- Office and Retail Destination
- Residential Origins
- Office and Research Destination
Three Basic Corridor Types

Commuter

Destination Connection

District Circulator
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
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
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
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
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
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

[Central Corridor Light Rail Line Diagram]
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
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

TOD OPPORTUNITY
LOW CAPACITY
LOW ACTIVITY
LONG-TERM TOD OPPORTUNITY
DEVELOPMENT SCREEN
MEDIUM CAPACITY
MEDIUM ACTIVITY
INACTIVE TOD MARKET
MEDIUM CAPACITY
HIGH ACTIVITY
EMERGING TOD MARKET
HIGH CAPACITY
SHORT-TERM TOD PRIORITY

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

Baltimore Regional TOD Strategy
Neighborhood TOD Priorities
CTOD
30 November 2008

Corridor Planning and TOD
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.
QUESTIONS?
COMMENTS?

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