

Transit Corridors and TOD Connecting the Dots

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Elizabeth Wampler, Reconnecting America

*Rail~Volution Session: Linear Thinking as Creative Thinking
- Planning at the Corridor Scale*

October 24, 2011

At Reconnecting America, we help transform promising ideas into thriving communities – where transportation choices make it easy to get from place to place, where businesses flourish, and where people from all walks of life can afford to live, work and visit.

www.reconnectingamerica.org

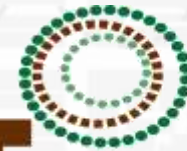
CTOD Partnership

Dedicated to providing *best practices, research and tools* to support market-based *transit-oriented development*

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CNT



Sustainable Communities
Attainable Results



STRATEGICECONOMICS



CTOD Partnership

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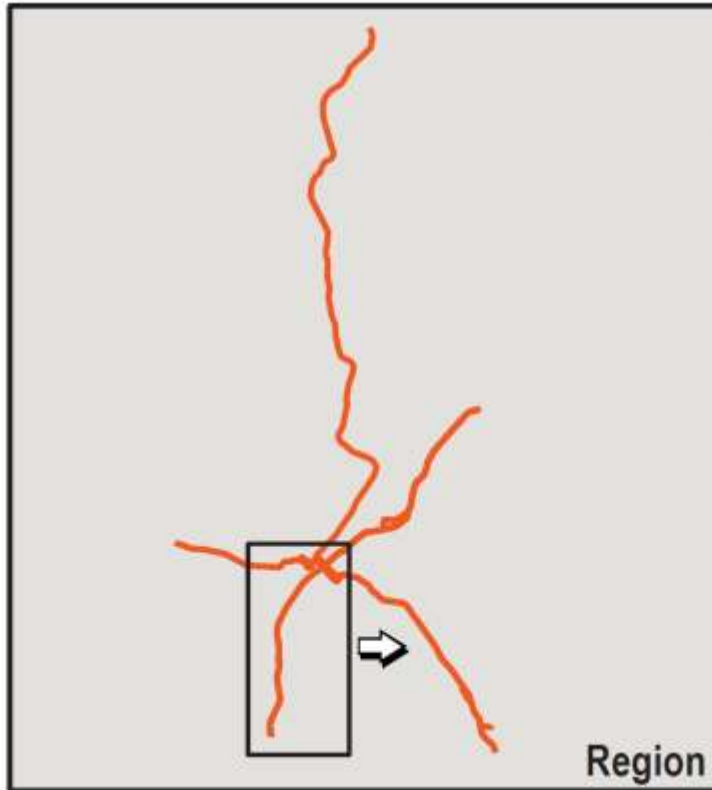
- TOD 101 and 200 series booklets : www.ctod.org
- National TOD Database: www.toddata.cnt.org
- Mixed-Income Housing Action Guide: www.mitod.org
- Online Resource Library:
<http://www.reconnectingamerica.org/resource-center/>

What is TOD?

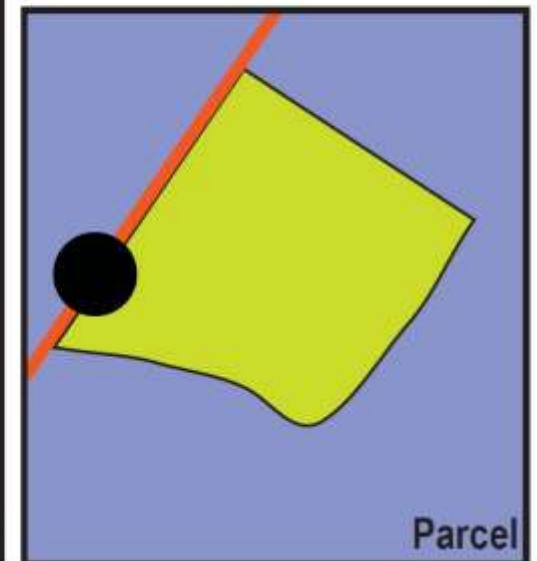
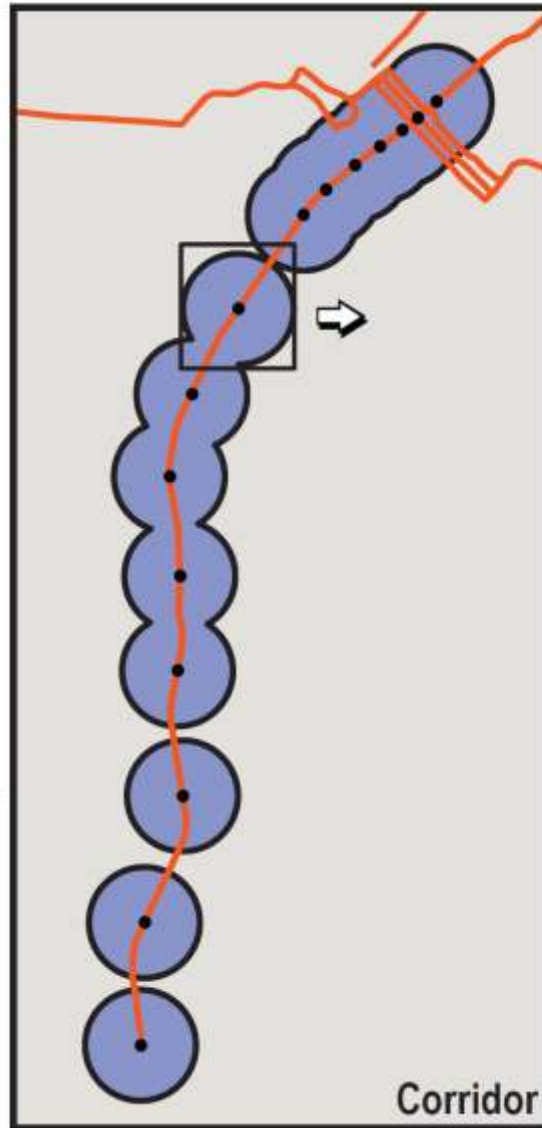
- “Mixed-Income TOD” is the coordination of land use and transportation that:
 - Connects residents to jobs, shopping, and services
 - Reduces auto dependence and transportation costs
 - Provides affordable living households of all incomes
 - Increases economic opportunity



Scales of TOD



- Legend
- Station and half mile station area
 - Transit line
 - Parcel of land



The Scales of TOD

For TOD, what defines a Transit Corridor?

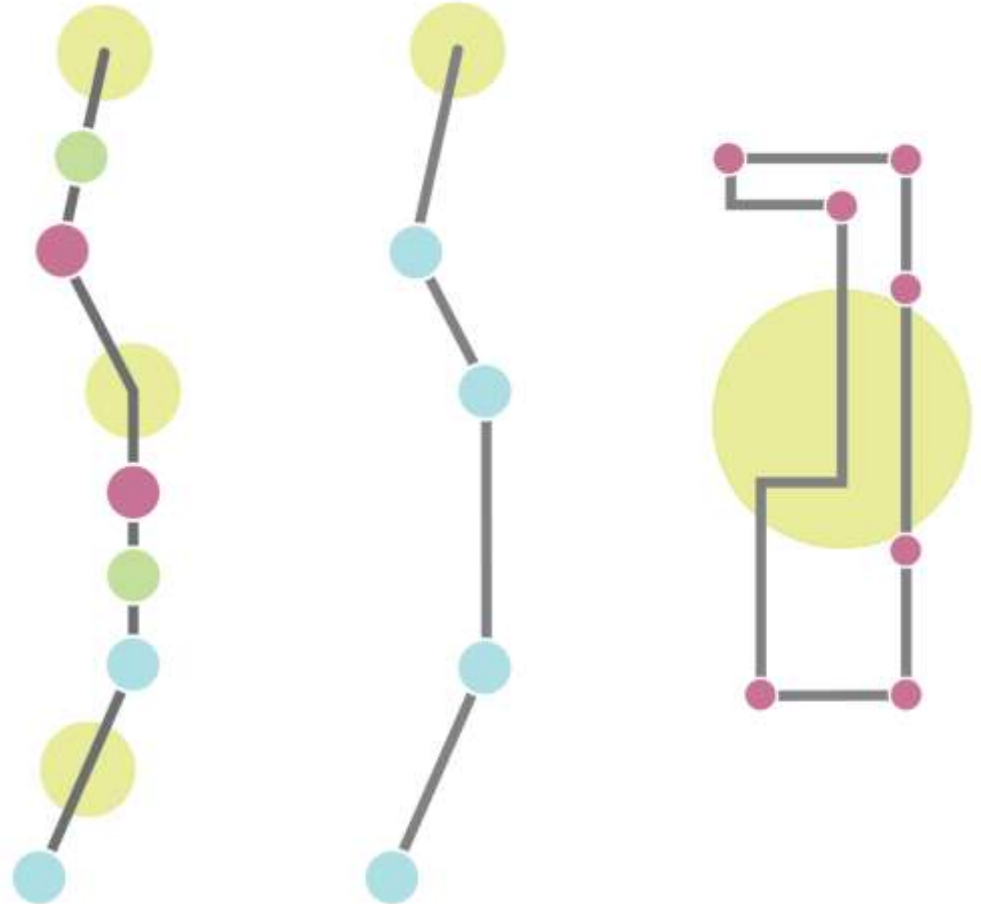
- A transit corridor is defined as the walkable areas around all of the stations along a transit line
- The line segment connects a series of “station areas”
- Station areas are the walkable, half-mile radius around each station



Three Main Types of Transit Corridors

Destination Connectors
Commuter Corridors
District Circulators

Overlap between each “type” in real life, but it can be a helpful way to think about what TOD fits around each type.



Destination Connectors

Connect Multiple Activity Centers

- DC example: Rosslyn-Ballston segment of the Orange Line in Arlington
- Tend to have high ridership, all day
- Transit technology: light rail, heavy rail, BRT

Implications for TOD

- Demand for new development, may be highest near the “destination” stations
- May attract higher density development overall because of that demand
- Bike/ped improvements around activity centers esp. important to support ridership/TOD



Commuter Corridors

Connect many residential areas to CBD

- DC example: Orange Line west of Ballston station
- High **peak commute** time ridership and service frequency
- Transit technology: typically commuter rail, but can be light or heavy rail

Implications for TOD

- New development is likely to be residential
- Frequency of service can affect land use benefits
- Though never the first desire land use, park and ride is more appropriate at stations along commuter rail corridors than others

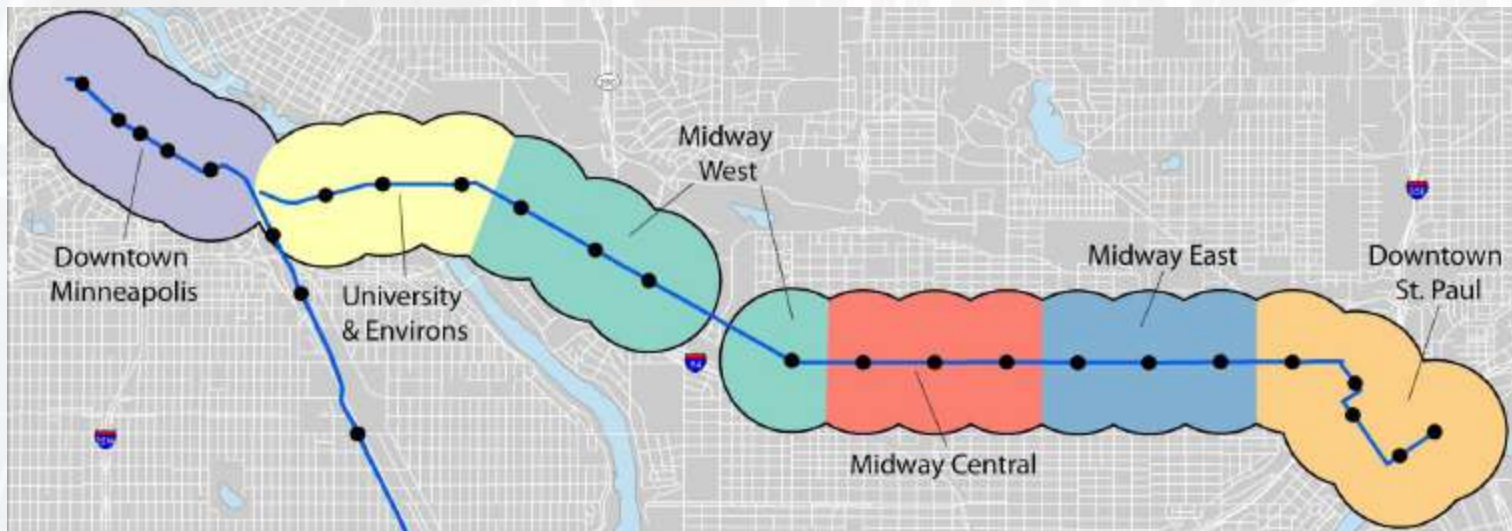


TOD Objectives at the Corridor Scale

1. Economic development/revitalization
2. Community engagement
3. Enhance regional and local equity
4. Maximize TOD potential by Prioritizing
5. Understand market reaction to transit
6. Support regional economic growth

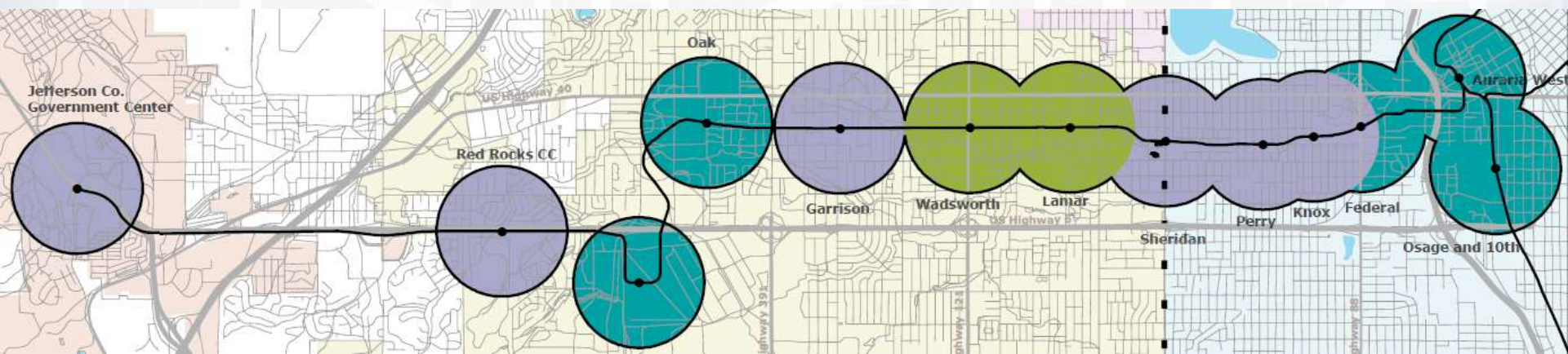
1. Enhance regional and local equity

- Connects low-income neighborhoods to job centers
- Provides low-cost access relative to automobiles
- Identify risk of displacement
- Create a mixed-income TOD plan
- Example: Central Corridor, Twin Cities, MN



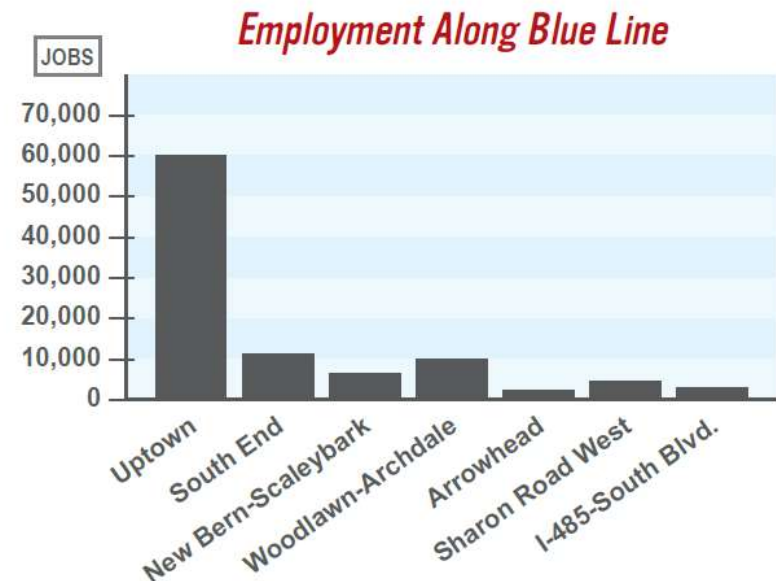
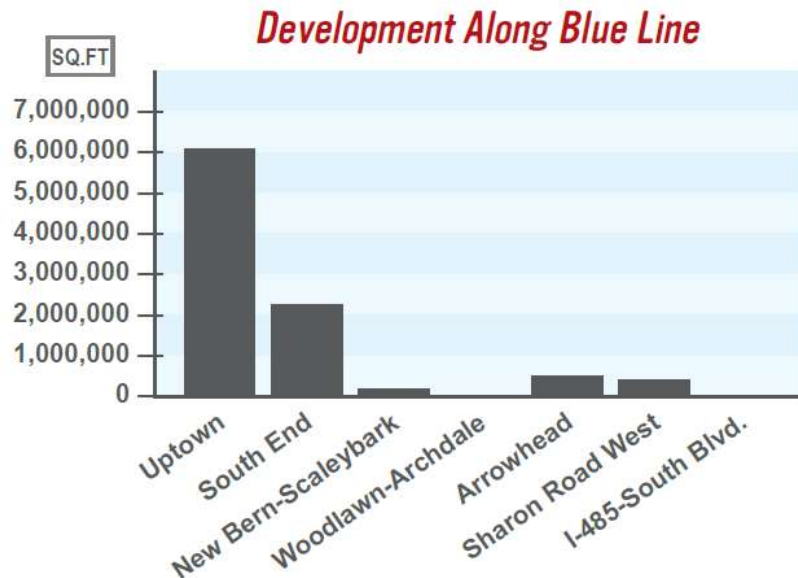
2. Maximize TOD potential by Prioritizing

- Public resources for TOD implementation is limited
- But demand is high
- Phased TOD Implementation and Investment Plan can:
 - Focus public dollars
 - Facilitate market driven projects
 - Direct neighborhood change
 - Identify where major investment should happen today
 - Support capacity building or community planning
- Example: West Corridor, Denver, CO



3. Understand market reaction to transit

- Transit alone does not create a market for development
- But transit can guide the market
- Can help identify conditions for displacement or gentrification
- Example: Charlotte, NC
- More reading: Rails to Real Estate



4. Support regional economic growth

- Congestion threatens growth in existing job centers
- Need transit connection to job centers, but also TOD
- Examples: Warner Center, Los Angeles; Tyson's Corner, DC



Thank you!

Find all of our presentations on our website:

<http://ractod.org/slideshows-presentations>

TOD and Corridors Booklet:

<http://reconnectingamerica.org/resource-center/browse-research/2010/tod-203-transit-corridors-and-tod/>

Get the daily news on transit and TOD:

<http://reconnectingamerica.org/news-center/the-other-side-of-the-tracks/>

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