

# Creating a Regional Transit Vision

March 5, 2009



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# Setting the TOD Stage

# Western states are at a fork in the road with respect to how they grow!





# Development Linked with Transit: Potential Benefits

- *Place-Making and Revitalization*
- *Affordable Living*
- *Green Dividend*
- *Healthy and Inclusive Neighborhoods*
- *Expanded Mobility, Shopping and Housing Choices*
- *Regional Connectivity to Jobs*
- *Attractive to Business*
- *Green Jobs: Building & Operating Transit + TOD*
- *Long-lasting response to Climate Change*
- *Travel Security Net for Emergency*
- *Financial Return and Value Recapture*

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



**TOD =  
½ Auto  
Trips**

**ITE TRIP MANUAL**  
*6.67 trips / unit*



**DETAILED SURVEY**  
*of 17 residential TODs*  
*3.55 trips / unit*







Demand for Walkable Urbanism or  
TOD will Represent At Least 1/4 of the  
US Housing Market by 2030

# Changing Demographics are Forcing A New Housing Market



Baby Boomers



Echo Boomers



Non-White Households

- *Singles* will soon be the *new majority* – 55% of HH by 2030
- Old people will outnumber young people by mid-century
- By 2010 *Echo Boomers* will total 34% of the population
- Almost *half* the U.S. population will be *non-white* by 2050
- Demographic *groups growing most quickly use transit more*



# The Transit Space Race:

## Regions Building New Systems

- **Denver** – 5 new LRT, BRT, Commuter Rail lines in 15 years + Streetcars
- **Salt Lake** – 4 new lines, public-private partnerships, innovative federal agreement. Full system in 10 yrs. Linked to Envision Utah
- **Portland** – Already a large system, now creating a robust local streetcar network
- **Houston** – 6 new light rail lines in 10 years

• **Atlanta** – Belt Line, Peachtree Streetcar, commuter rail + aggressive TOD strategy

• **Minneapolis** – Aggressive Regional Rail/BRT network + streetcars linked to Walkable Urbanism

• **Los Angeles** – Recent sales tax measure for transit

• 80 cities in the **Streetcar Coalition**

• **Eugene** – BRT Network

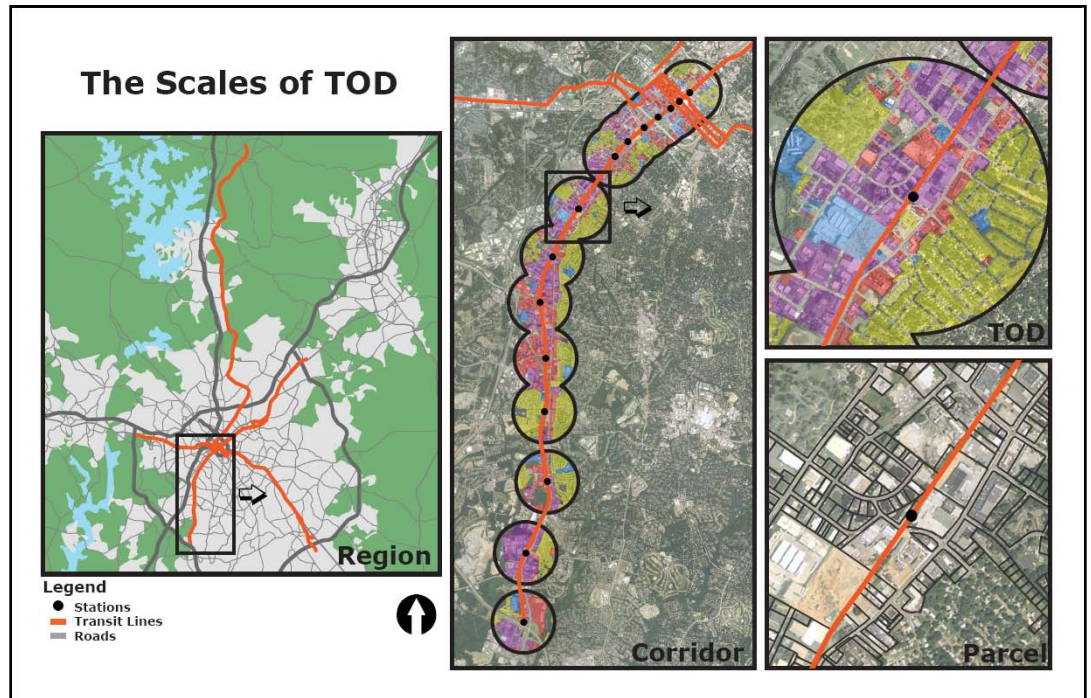




# TOD Fundamentals

# Three Key TOD Scales:

- Region
- Corridor
- Transit Zone

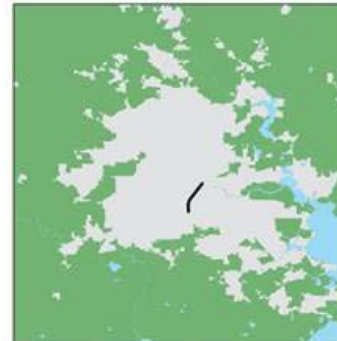


# Regions Are Defined by System Size

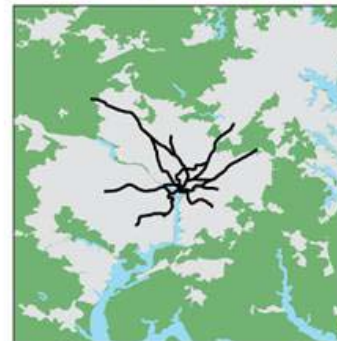
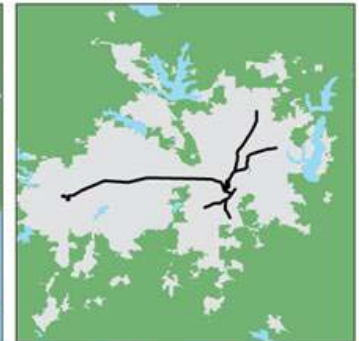
System Size Classifications	
Extensive Systems	201 or more stations
Large Systems	70 – 200 stations
Medium Systems	25 to 69 stations
Small Systems	1 to 24 stations

## Four Transit Systems Shown at the Same Geographic Scale

Houston | Small  
18 Stations



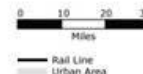
Dallas-Fort Worth | Medium  
48 Stations



Washington D.C. | Large  
127 Stations

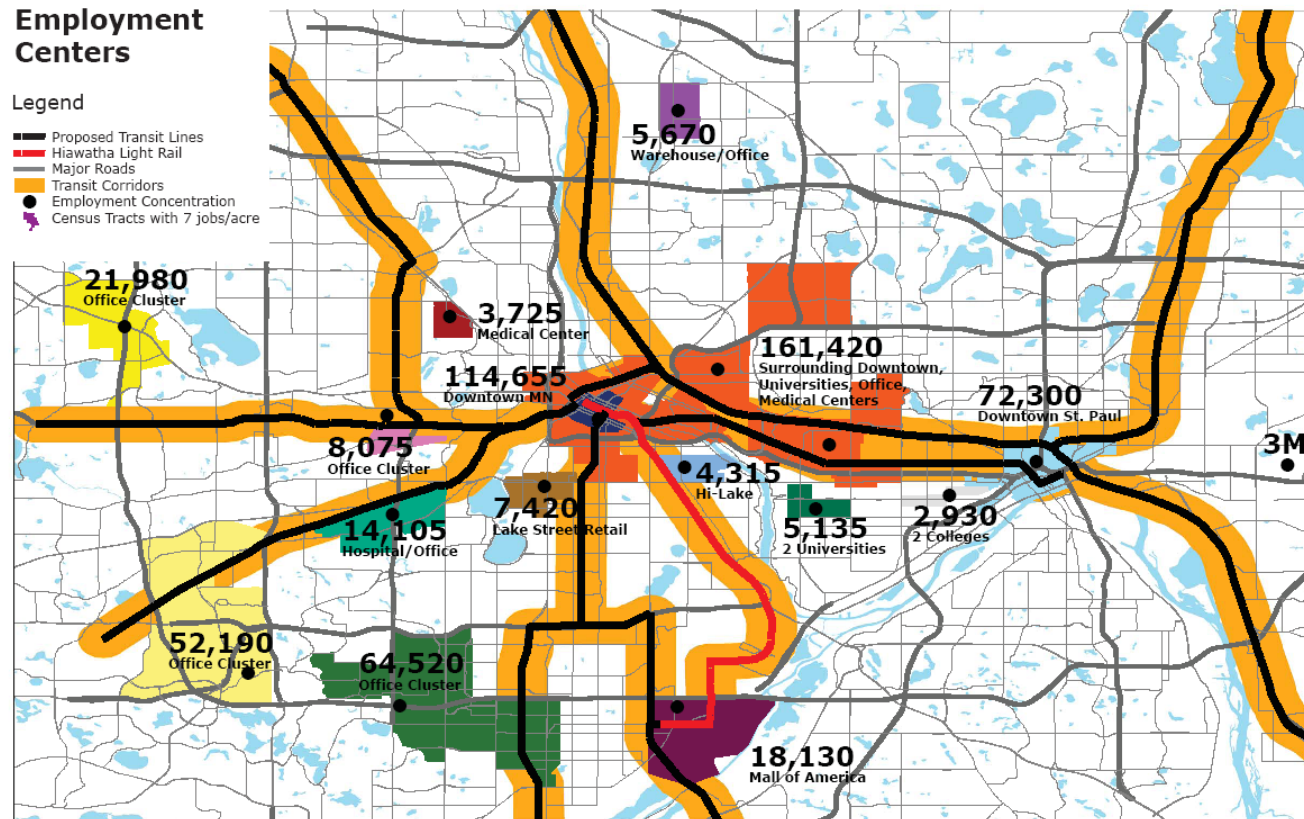


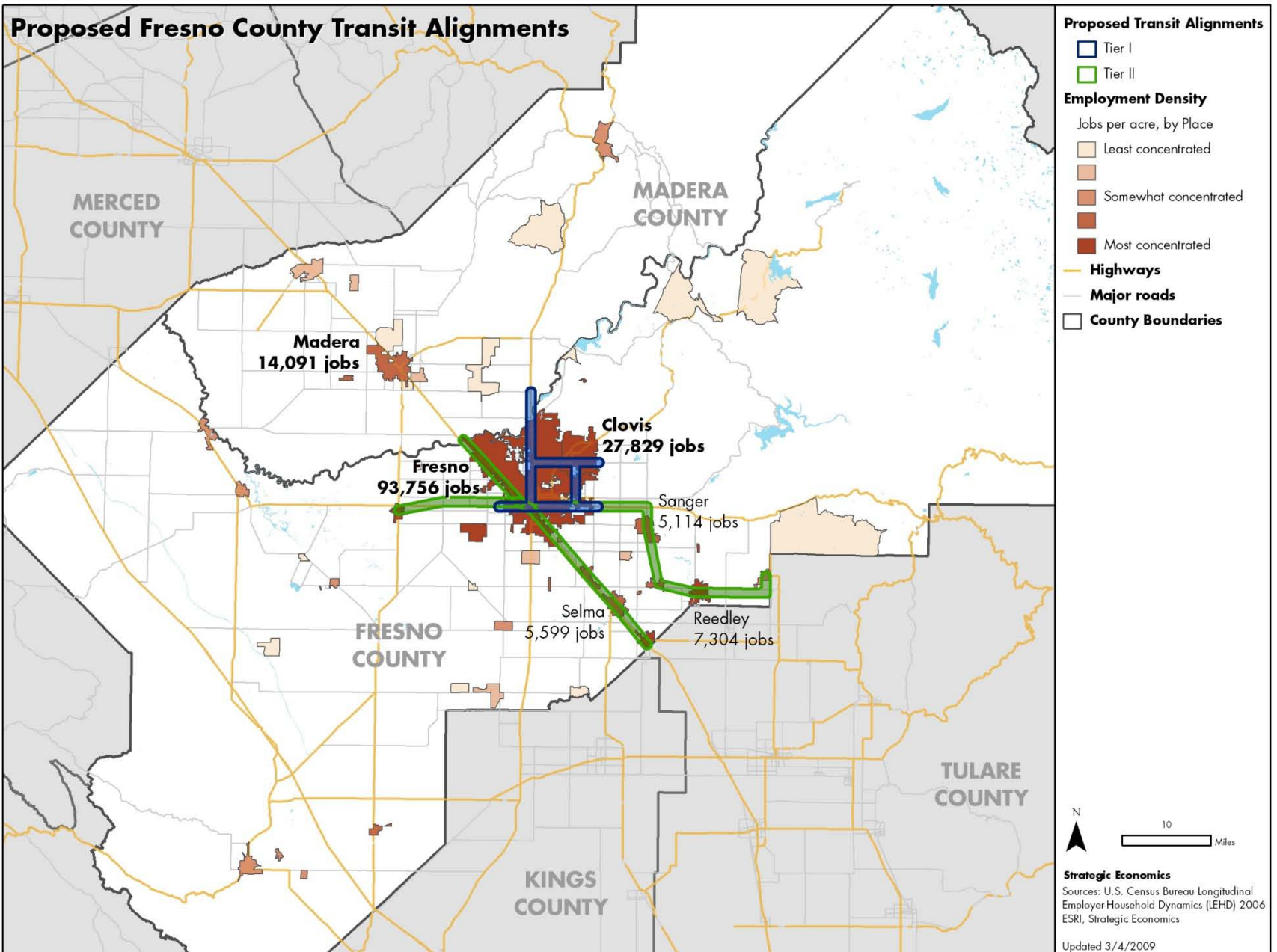
Chicago | Extensive  
401 Stations



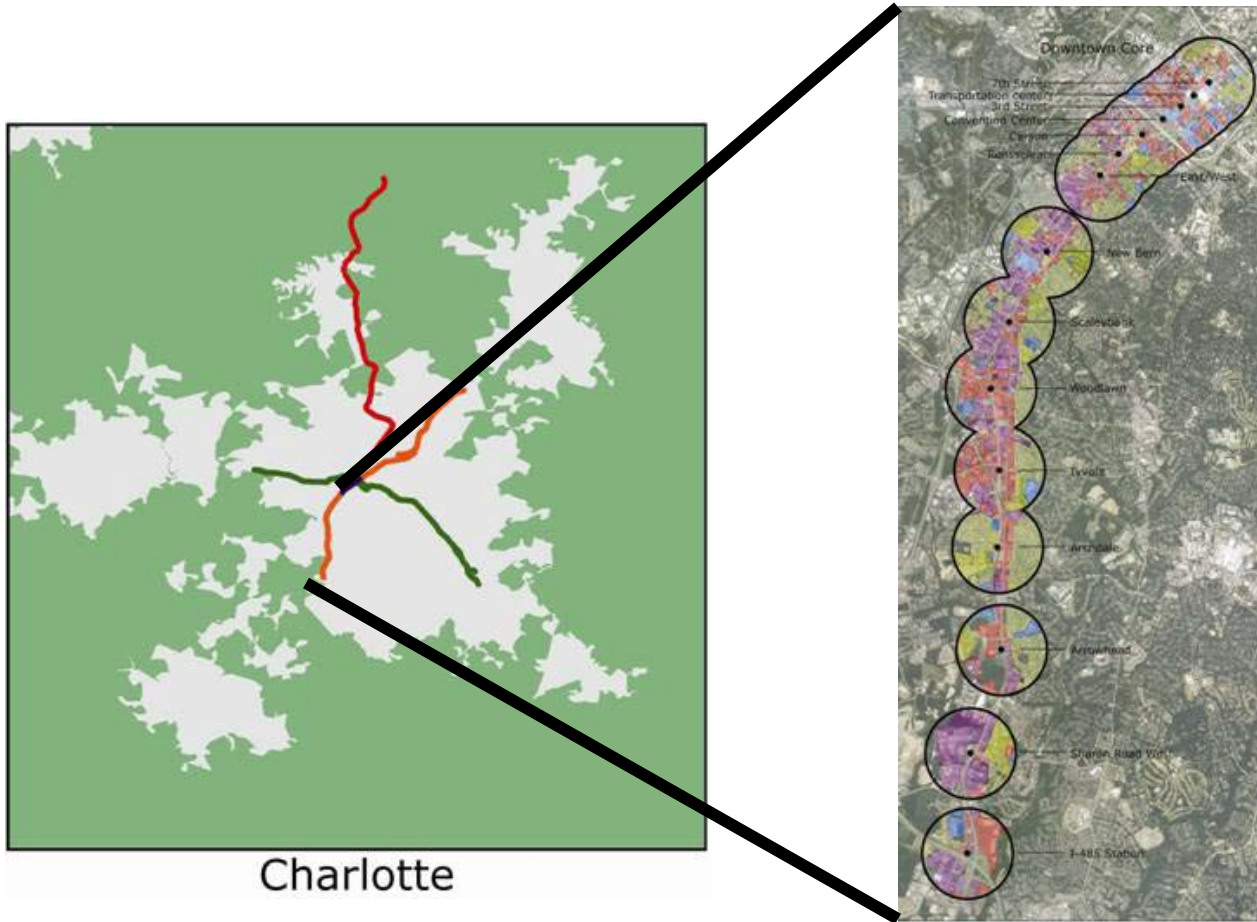


# Transit Systems Must Also Link Regional Employment Centers



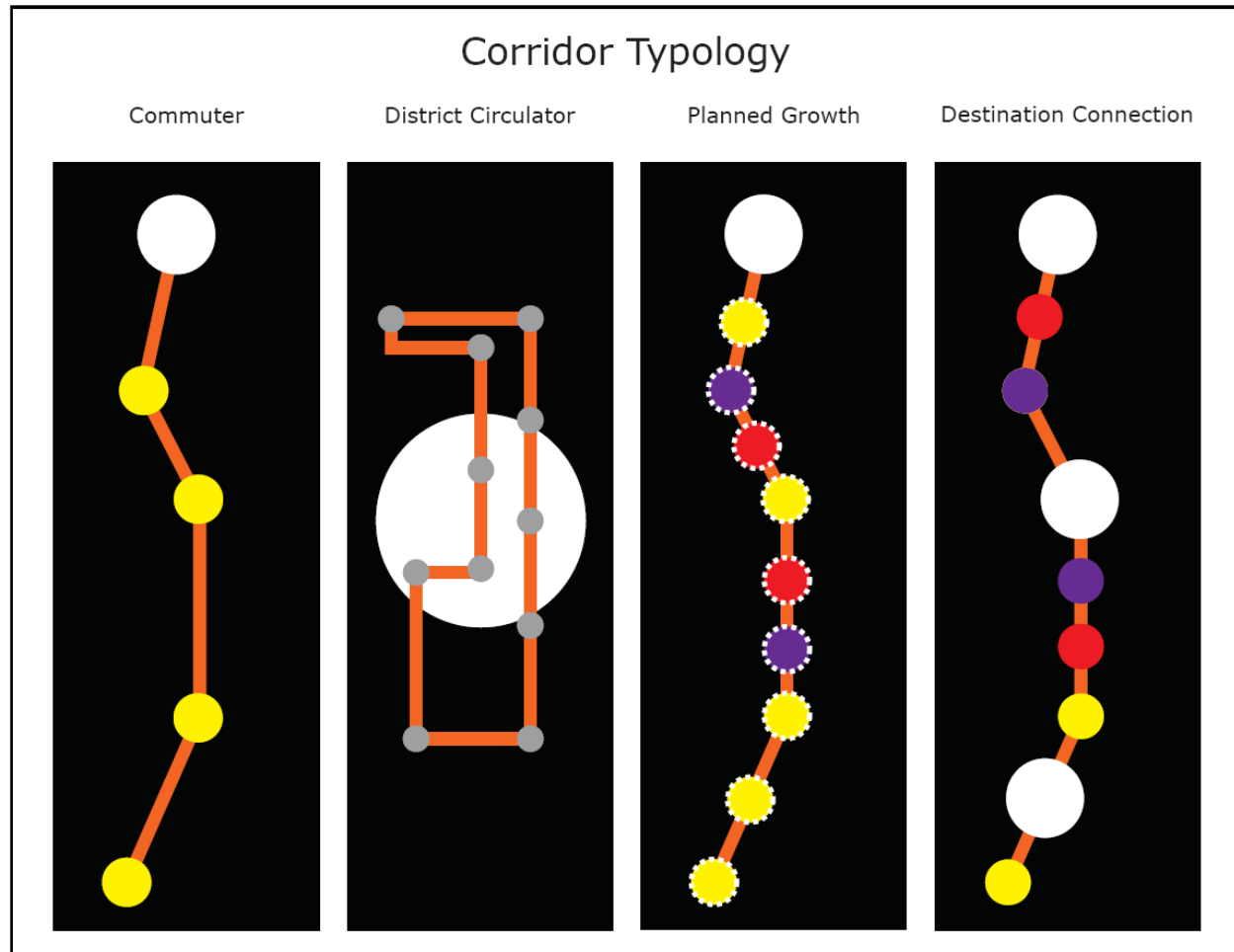


# Regions Are Networks of Corridors





# Four Corridor Types

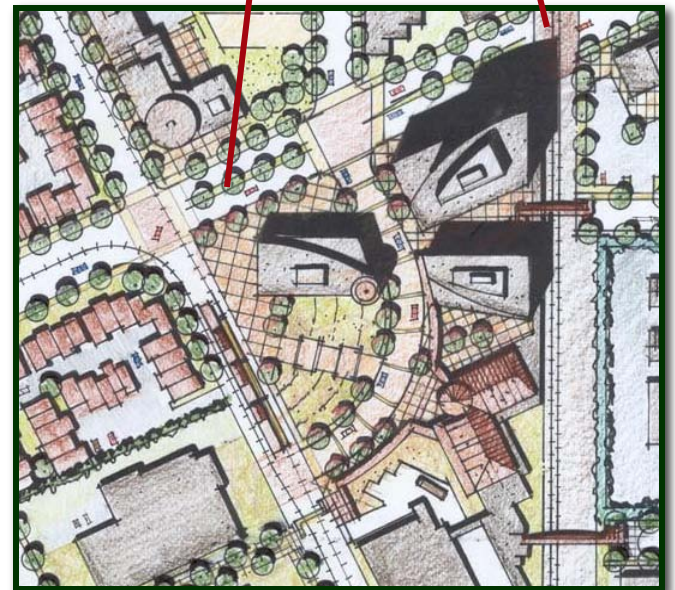
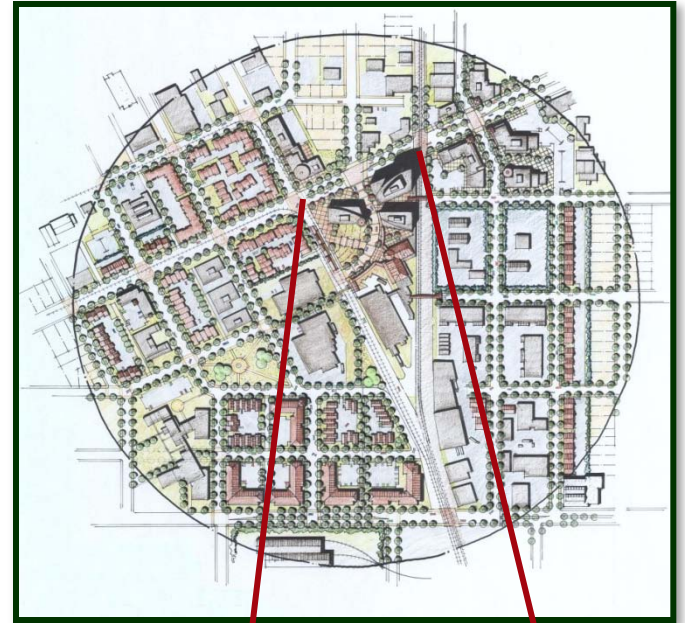


# TOD at the District Scale













Density, Diversity, Destinations, Design

Two types of opportunities:

- **Transit-Oriented DISTRICT**
  - Area w/in a 5 -10 minute walk
  - Range of use mixes
- **Transit-Oriented Development Project**
  - On private or publicly owned land
  - Can be “mixed use” or single use

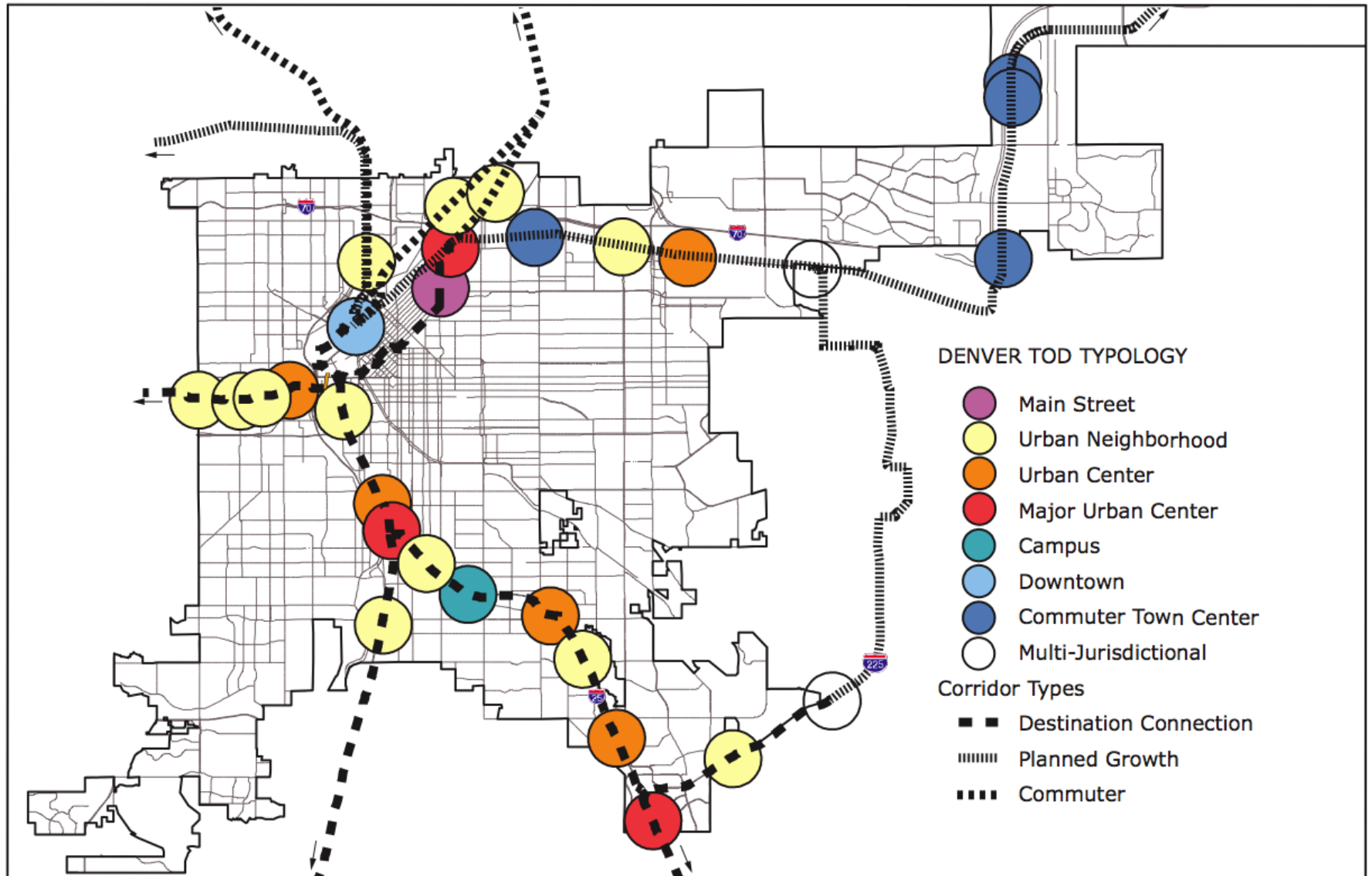


# Defining TOD: Place Typology

TOD Typology	Desired Land Use Mix	Desired Housing Types	Commercial Employment Types	Proposed Scale	Transit Connectivity	Color Code	Examples
Regional Center	Office Residential Retail Entertainment Civic Uses	Multi-Family and Loft	Prime Office and Shopping	5 Stories and above	Intermodal Facility/ transit hub. Major Regional Destination with quality feeder connections		
Urban Center	Office Retail Residential Entertainment	Multi-Family/Loft/ Townhome	Employment Emphasis, with more than 250,000 sf office and 50,000 sf retail	5 Stories and above	Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service		
Suburban Center	Residential Retail Office	Multi-Family/ Townhome	Limited Office. Less than 250,000 sf office. More than 50,000 sf retail	3 Stories and above	Sub-Regional Destination. Some Park n Ride. Linked district circulator and feeder transit service		
Neighborhood	Residential Neighborhood Retail	Multi-Family/ Townhome/Small Lot Single Family	Local-Serving Retail. No more than 50,000 sf	2-5 Stories	Walk up station. Very Small Park and Ride, if any. Local and express bus service.		
Main Street	Residential Neighborhood Retail	Small Lot Single Family	Main Street Retail Infill	2-4 Stories	Bus or streetcar corridors. Feeder transit service. Walk up stops. No parking.		
Campus/ Special Events Center	University/Campus Sports Facilities	Limited Multi-Family	Limited Office/Retail	varies	Large Commuter Destination.		



# City of Denver TOD Typology Applied



# Transit doesn't make a market, it organizes real estate activity



Houston, Main Street Corridor



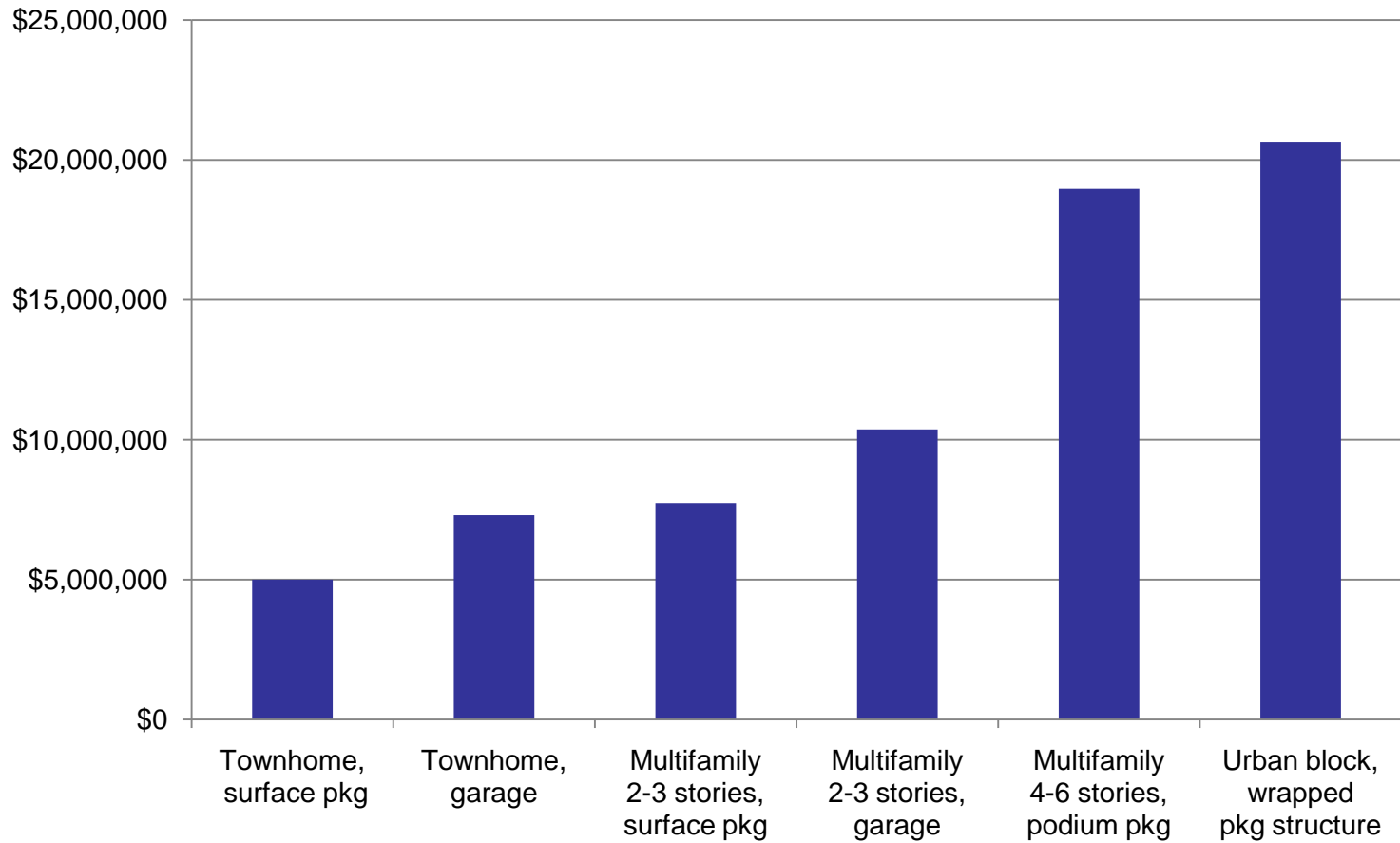
Portland, Pearl District

# Three Challenges for TOD in Western Regions

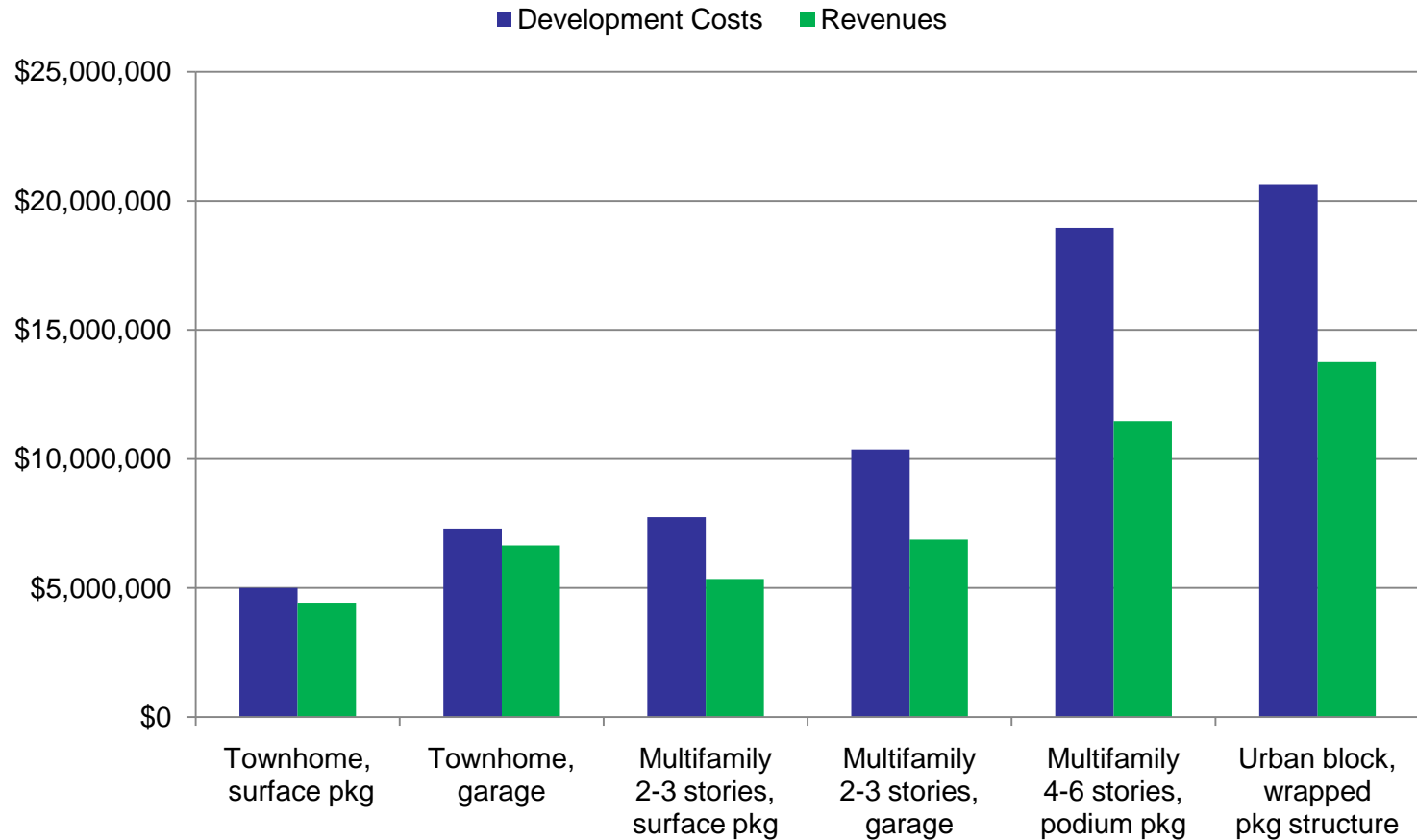


# Challenge 1: The Cost of Density versus the Perceived Value of “Place” and Location Limits Development Feasibility

# Construction Costs by Building Type (Phoenix)

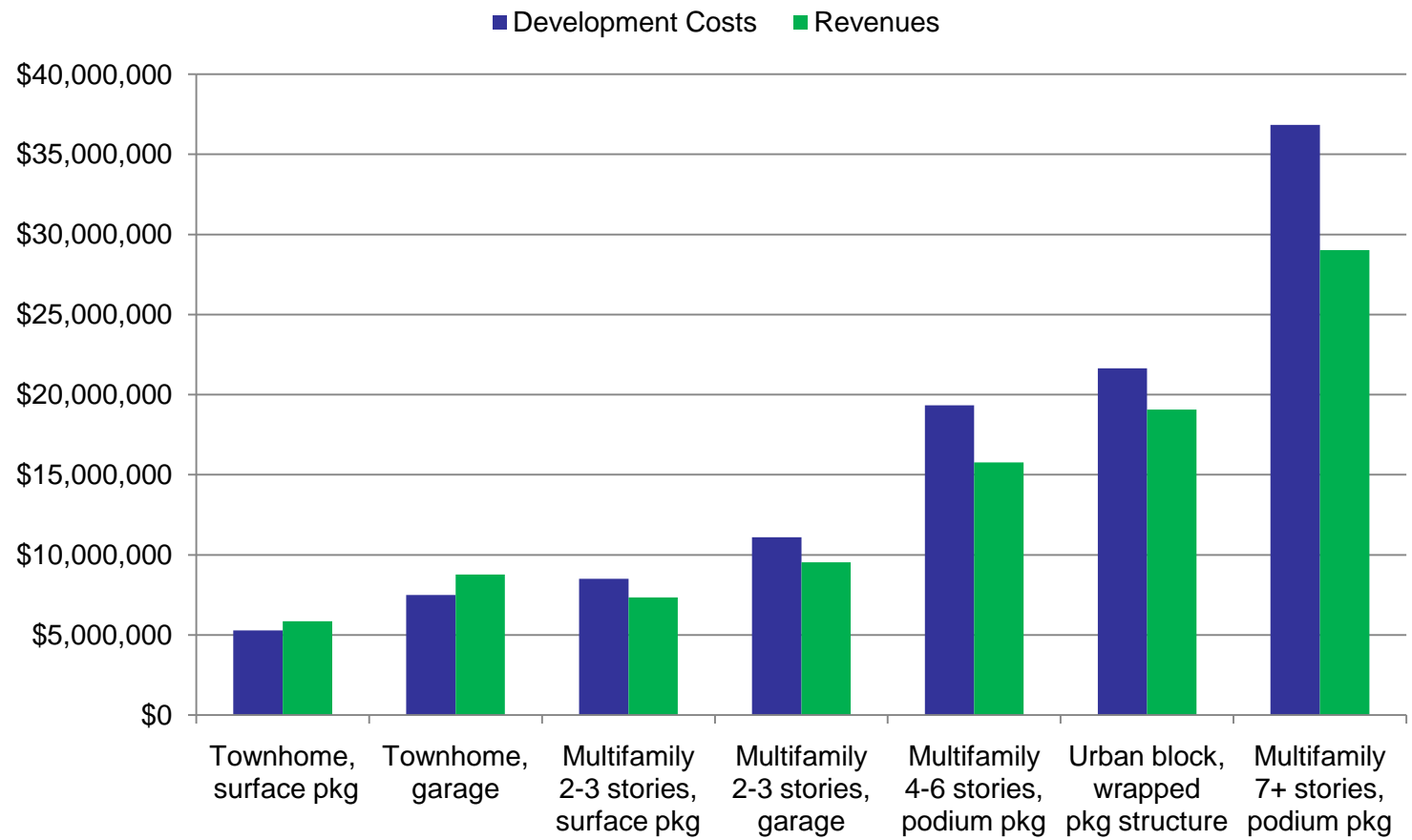


# Revenues by Building Type (Phoenix)





# Revenues With Price Premium for “Place” and Transit (Phoenix)



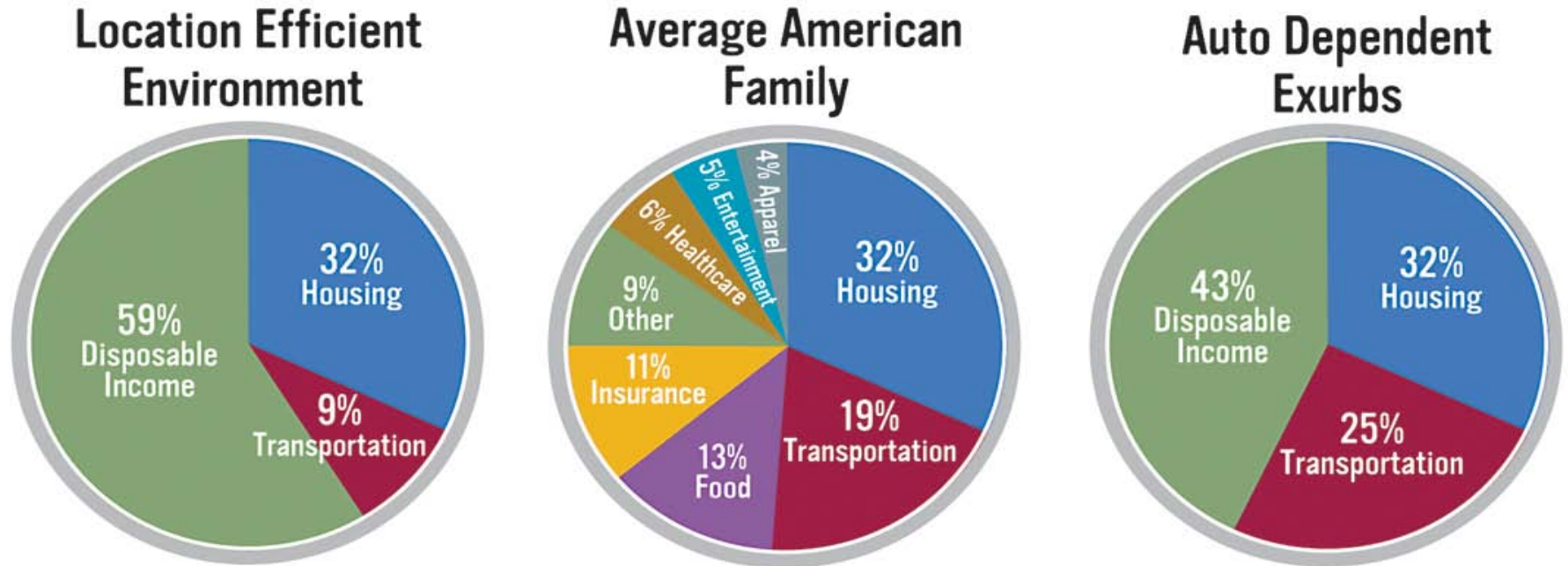
# Revenue Increase Needed To Make Development Feasible (Phoenix)

	Townhome, surface pkg	Townhome, garage	Multifamily 2-3 stories, surface pkg	Multifamily 2-3 stories, garage	Multifamily 4-5 stories, podium pkg	Urban block, wrapped pkg structure
<i>Increase in Revenues Needed to Make Project Feasible</i>						
Baseline Scenario	13%	10%	45%	51%	66%	50%
Reduced Parking Ratio + 20% Revenue Premium	0%	0%	16%	16%	23%	14%

## Challenge 2: Limited Support for “Equitable” Development



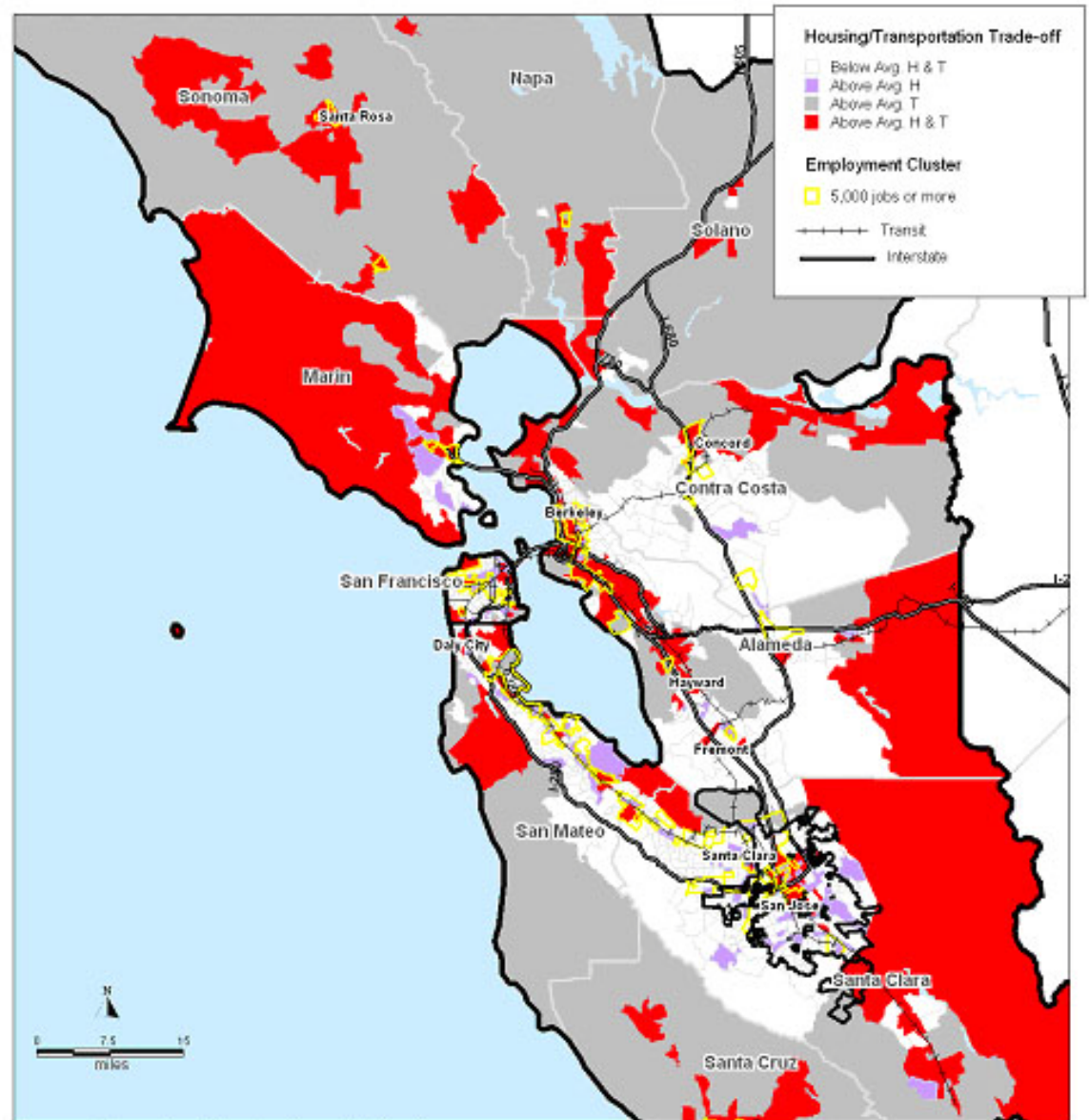
# Location Matters For Individual Households



*Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics*

**Our Dependence on Oil + The Fact that We Have to Drive for Every Trip is Stressing Our Pocketbooks!**

Without  
Intervention,  
Low and  
Moderate  
Income  
Households Are  
Forced to Live  
in More Auto-  
Dependent  
Communities

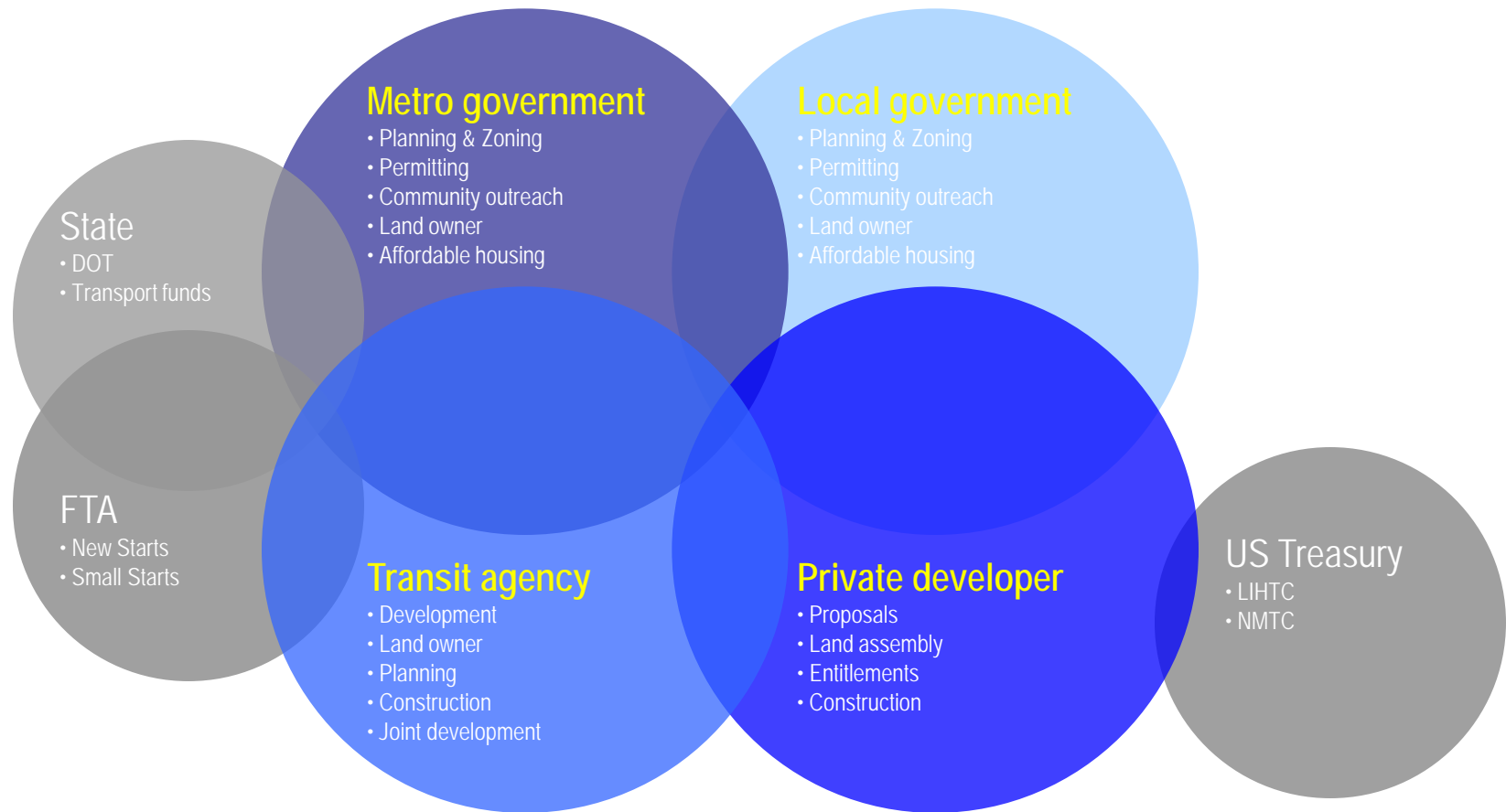


Source: Center for Neighborhood Technology

# Challenge 3: The Lack of Policy Alignment Among Key TOD Stakeholders



# Lack of Coordination Among Stakeholders Results in Suboptimum TOD



# Moving Forward

- **Planning for Optimal TOD starts with Planning for Optimal Transit at the Regional Level**
  - **Connecting Activity Centers**
  - **Working Directly with cities to support TOD**
- **Local Governments Must Make Strategic Investment to Support TOD**
  - **Plan for a District, not Just Projects**
  - **Invest in “Place Making” to Support Plan Goals**
  - **Support Reduced Parking Ratios**
- **TOD Must be Equitable for All**
  - **Focus affordable housing investments near transit**