Investment Strategies for Transit Oriented Development

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What is Transit-Oriented Development (TOD)?

- Residential Focus
- Middle Density
- Commercial Focus
- Complete Streets
TOD Can Decrease Automobile Dependency

Automobile trip reduction

<table>
<thead>
<tr>
<th>Type</th>
<th>Daily car trips for 50 dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>10</td>
</tr>
<tr>
<td>Multi-family</td>
<td>6.67</td>
</tr>
<tr>
<td>Multi-family TOD</td>
<td>3.55</td>
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</tbody>
</table>

TOD Can Increase Property Values

△ Homes near train stations significantly gained in value after Midtown Direct, Montclair Connection and Secaucus Junction – an average of $23,000 per home with the highest gains closer to the stations.

Source: RPA’s “How better transit boosts home values & local economies”
TOD Can Promote Walkability and an Active Lifestyle

Increased density, a mix of land uses, and improved access to public transport will promote physical activity through the creation of more walkable neighborhoods with connections.

A more positive view of neighborhood:
- 15% lower odds of obesity
- 9% higher odds of meeting weekly recommended physical activity (RPA) through walking; and 11% higher odds of meeting RPA levels of vigorous exercise

The use of LRT to commute to work:
- -1.18 reduction in BMI and an 81% reduced odds of becoming obese over time
  (Charlotte NC)

5% average increase in home sale prices

Sources: “Transit-oriented developments... through a health lens” – SAHEALTH.com
https://www.planning.org/greatplaces/neighborhoods/2013/downtowndecatur.htm
TOD Provides Opportunity to Capture Younger Markets

Reduction in drivers licenses from 1978 - 2008

16 yr : -38%
17 yr : -35%
18 yr : -21%
19 yr : -16%

 Teens are much less likely to drive

What Makes TOD (and other Neighborhoods) Successful?

- Optimize **Density** around transit capacity
- Mix of uses - **Diversity**
- Compact, high quality **Pedestrian-oriented** environment
- Multi-modal connections, comfortable and easy transfers
- Limited, managed **Parking**
How does this all come together?

Somerville
How does this come together?
But only if TOD Infrastructure is in Place.....

Civic Space and Station Improvements

Transit-oriented Density Distribution

Mixed Use Development

Progressive Parking Design

Infill Development and Repurposing

Complete and Connected Streets
TOD Priority Infrastructure Strategies
TOD Priority Infrastructure Strategies

Multimodal Connectivity
A well-connected transportation network that provides safe, convenient and comfortable environment for pedestrian, cyclists, and transit users.

A. Complete Street Improvement
B. Engaging civic space and Station Improvement
C. Progressive Parking Design
TOD Investment Strategies: Opportunities

Compact + Mixed-Use Development
a compact and active center that focuses on higher density around the transit station, and lower density spreading out from this center.

D. Mixed Use Development
E. Transit-oriented Density Distribution
F. Infill Development and Repurposing
A. “Complete Streets” Improvement

- Everybody has space on the street – Bikes, Pedestrians, Drivers, Transit
- Safe, convenient, and comfortable environment for all users
- Great streets reflect the great neighborhoods they pass through
B. Great Public Spaces and Stations

**Plaza and open spaces**
- Comfortable and vibrant places where you spend time
- Using parks and plazas to make travel easier and more fun.

**Station Improvement**
- Easy connections to and from transit
- Make your experience on transit more convenient and interesting
- Safe, convenient and comfortable

Not TOD

TOD
C. Prioritize Places over Parking

— Prioritize the best land for shops, homes, and jobs instead of parking
— Make the places you walk, bike, and drive more exciting
— Sharing parking spaces among compatible uses (think offices and homes)
— Create easy and safe access to transit station
D. Mixed-Use Development

— A better mix of uses creates all-day lively places
— Promotes walking by making it more fun and interesting
— Supports real neighborhoods and communities
— Expensive land and infrastructure used smartly
— Greater places are more prosperous places!
E. Strategic Growth Near Transit

- Tallest buildings with the most people closest to the transit station
- Makes transit easier to access for more people
- Increases transit ridership and reduces congestion

Not TOD

TOD
F. Infill Development and Reuse

**Neighborhood Development**
- New life for vacant or important sites
- New development complements existing community

**Reuse**
- Reuse old buildings for new uses
- Preserve character and feel
- Make sure land is used for highest and best use

**Not TOD**

**TOD**
How Does It All Come Together?
What is Bus Rapid Transit (BRT)?

- Advances the priority of the bus
- Improved frequency, comfort, dependability and flexibility
- Service competitive with fixed guideway systems such as light rail
- Lower cost than light rail transit
A BRT system is usually characterized by:

- Dedicated Running Way
- Priority at Intersections
- Specialized Vehicles
- Real Time Information
- Off-Board Fare Collection
- Platform Boarding
What Is High-Quality BRT Infrastructure?

1. Invest in station **infrastructure** that can build the sense of place and catalyze private investment.

2. **Brand** BRT to create perceptions of “newness” and “freshness” and integrate into TOD.

3. Capture riders of **all income level** with an enhanced station area and rider experience.
BRT is Flexible to Serve ‘Off-Route’ Destinations

Manage movements to ensure safety in multi-modal access and pedestrian connections.

Locate TOD within employment centers and commercial districts to ensure ridership.
BRT can be a catalyst for development

— TOD is typically closer to the station (¼ mile)
— Development may not be as dense
— Access to highway running BRT can be challenging
— Flexibility to serve existing centers and destinations
— Service is more important than mode!
CTfastrak: Central CT/Hartford Region
How does this all come together?
Key Presentation Take-Aways

- **Identify TOD infrastructure** to fit with the neighborhood fabric around each station

- **Tailor TOD strategies** that will create successful TOD specific to station typology

- **Coordinate transit investments** with TOD planning to maximize benefits of transit

- **BRT can catalyze TOD** only with high-quality service and passenger experience
Priority Investment Strategies for Transit Oriented Development

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THANK YOU!