

Transit-Oriented Development Performance Measures



Rail~Volution
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Transit-Oriented Development

Making the Case for TOD

- Changing Real Estate Markets
 - 24-hour cities, mixed use, access to transit a plus
- Urban Reinvestment
 - Reversal of population decline in many U.S. cities in the 1990s
- The New Start Pipeline
 - \$60B investment over 15 years
- Changing Demographics of Metro Areas (and Transit)
 - Married Couples with kids are no longer dominant
 - “Empty-Nesters” are on the rise
 - Single-Person Households want “urbanity”
 - “The Rise of the Creative Class”



Opportunities for TOD

- Transit can provide a new armature for development less focused upon auto use
- Transit can generate investment, attract new economy business
- Transit and TOD can play a central role in urban revitalization, alleviating gentrification



The Challenges to Creating Successful TOD

- There is little if any meaningful information or systematic analyses available today
- We must move beyond the rhetoric, prototypes and serendipity and create a consistent measurement methodology
- Start with a fact-based understanding of TOD and a performance based definition of objectives



Performance Based Definition of TOD

- Increased location efficiency
- Expanded mobility, shopping and housing choices
- Financial return and value capture
- Placemaking
- A balance between the requirement of a successful place and a successful node



Performance Measures of TOD



- Hard Measures
 - Density, street and transit connectivity, non-auto commute, transit ridership trends, development statistics
- Soft Measures
 - Process, level of use, vibrancy of place, measures of walking and biking, relationship to open space, trends over time, government policies, integration and accessibility

Rosslyn-Ballston Transit Corridor Case Study

- Case study on Arlington County TOD case study published in “The New Transit Town: Best Practices in Transit-Oriented Development”
- Used Metrorail as catalyst for redevelopment of commercial spine
- Concentrated density and promoted mixed-use at five stations
- Preserved and reinvested in adjacent residential neighborhoods



Rosslyn-Ballston: Results

- 73.3% of patrons walk to transit; over 58,000 trips daily; 38% of residents near stations take transit to work. Average County HH income is \$63,000
- 12% of Arlington County households don't own cars; regional average is 4% carless
- The R-B Corridor produces 32.8% of the County's real estate tax revenue from 7.6% of it's land area, allowing Arlington to have the lowest property tax of any major jurisdiction in Northern Virginia



Communicating the Benefits of TOD: Evaluating the Economic, Environmental and Community Performance

- Funded by the EPA
Development, Community and
Environment Division
- Validate and build off the findings
of the Arlington County TOD case
study
- Document general characteristics
and performance measures for 2
TODs in a consistent format
- Benchmark the performance of
TOD and calibrate community
expectations based on the
context in which TOD is planned



Transit Oriented Development Case Studies

- **Evanston Corridor**

- Mature, urban, dense city that used TOD to spur growth and development around 100 year old transit stations
- Metra Rail's Union Pacific North commuter rail line and the Chicago Transit Authority's Elevated Purple line run parallel and adjacent to each other in parts of Evanston with a total of 10 stations in Evanston
- Concentrated office, retail and condo development at four stations
- Preserved historic single family homes in adjacent neighborhoods
- Transit lines connect directly to Chicago and outer suburbs

- **Hudson Bergen Light Rail**

- Emerged as a response to growing redevelopment in the most urban part of New Jersey (Hoboken and Jersey City); and in turn spurred more transit-oriented development including brownfield redevelopment
- Five years old transit system with expected completion in winter 2005 with a total of 32 stations
- Concentrated density and mixed use at four stations
- Revitalized historic neighborhoods in transit zones
- Transit line connects to PATH train into New York City

Evanston Corridor

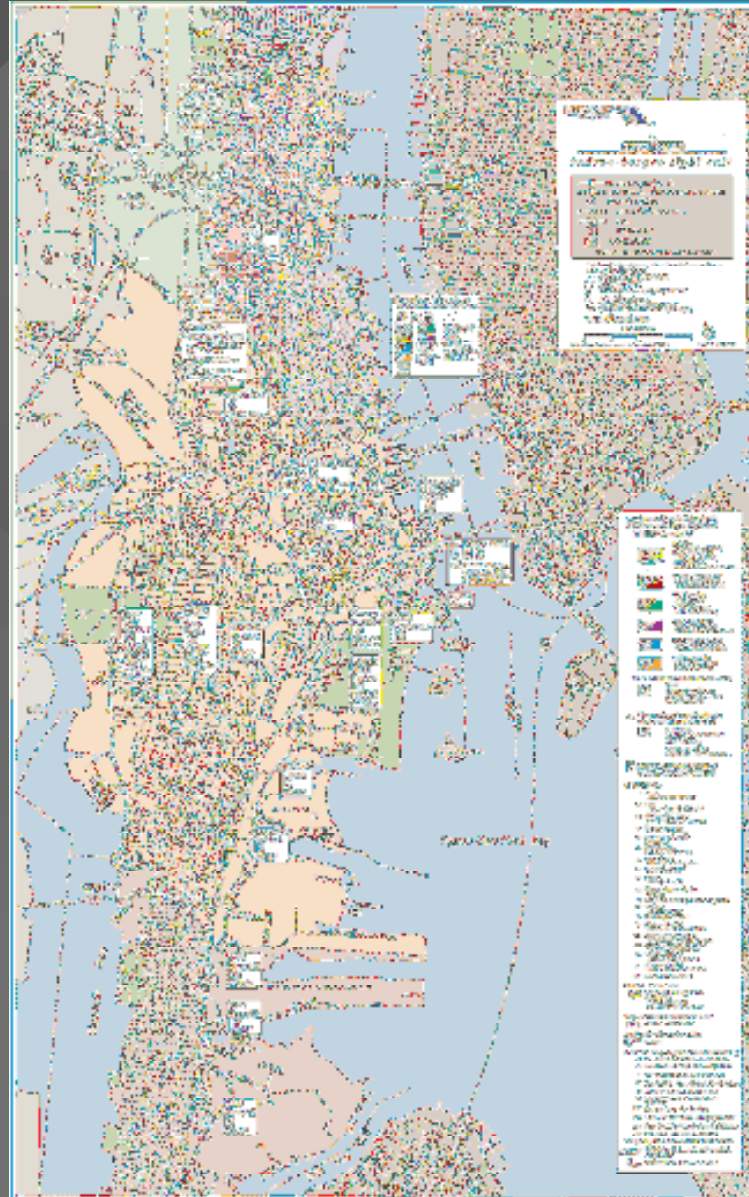


Evanston: Results

- Between 1990 and 2005, Evanston added more than 2,472 housing units in the transit zones
- Condo sales are strong, units are sold out years before completion
- In the four-station area corridor, the population increased by 6% compared to a 1.4% increase in the city overall from 1990 to 2000
- Metra ridership has increased by between 60% and 155% in Evanston
- 41% commute in Evanston by non-auto means, compared to 21% in the suburban metropolitan area transit zones
- In each of the four transit zones, vehicle ownership is 1.05/household compared to 1.3/household in the city
- The City's Equalized Assessed Value increased by 40% in the downtown between 2000-2004



Hudson Bergen Light Rail Corridor



Hudson Bergen Light Rail: Results

- Between 2000-2005 4,164 new housing units were built in the four transit zones areas with hundreds more currently planned
- Property values have jumped
 - Single lots offered in the past for \$100K are now \$800K
 - Properties within transit zones have doubled in the last year
- Office Space on the Jersey City waterfront is now known as “Wall Street West”
- Ridership numbers at the four stations are up 30.2% from FY 2003
- In the four station corridor area 57%-73% commute to work by non-auto means compared to 45% in the region
- In each of the four transit zones the average number of vehicles varied from .6/household to .8/household compared to .9/household in the region



Challenges to Measuring TOD Performance

- A lot of TOD development built along both corridors took place after the 2000 census
- Tracking information is no one's responsibility
- Lack of staff time and capacity to compile information
- Balancing many different development perspectives
- What performance measures tell the full story of TOD?

