

Mixing it up for the better: The Benefits of Diverse Transit Oriented Neighborhoods

Rail~volution

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The Goal of our Study

To make the case for Diverse TOD to two groups -- with shared interests and considerable expertise-- that do not often connect:

TOD Practitioners:

- Transportation planners
- Land Use Planners
- Market Rate developers
- Environmentalists

Mixed-Income Developers:

- Community Developers
- Affordable Housing Developers
- Advocates for Equal Opportunity

The Power of Combining Forces

Respond to demand and needs, while creating benefits for households, transit agencies, developers, and regions

Benefits of TOD

- Housing and Mobility Choices
- Delivers Riders to Transit
- Supports Healthy Lifestyles
- Creates Lasting Value
- Opportunity for High Quality Urbanism

Benefits of Diverse Communities

- Provides Needed Housing
- Access to Social Networks & Jobs
- De-concentrate Poverty
- Helps Workforce Stability
- Keeps Extended Families Together
- Allows Elderly to Age in Place

Benefits of Diverse Transit-Oriented Neighborhoods

- Increases Affordability and Wealth Creation Opportunities for Residents
- Builds Stable Ridership for Transit
- Supports Regional Job Market
- Provides more Sustainable Real Estate Investments
- Reduces Congestion and Energy Use

Benefits of Diversity – The #'s

- ✓ Lower costs for households
- ✓ Greater ridership for transit
- ✓ Less congestion for regions
- ✓ Less parking for developers

Vehicles /	
Zones	.949- 1.2
Regions	1.6

National Means of Transportation to Work by Income 2000

Annual Income	Auto	Transit	Walk or Bike	Other/ at Home
<\$20,000	80%	7.8%	7.0%	5.1%
\$20K- \$34,999	87%	5.3%	4.0%	3.8%
\$35K-\$49,999	89%	4.3%	2.8%	3.4%
\$50K- \$74,999	91%	3.7%	2.1%	3.3%
\$75K-\$99,999	91%	3.9%	1.7%	3.4%
\$100,000+	88%	5.2%	1.9%	5.1%

Workers Walking, Biking or Taking Transit to Work by Race

	All	White	African American	Asian Pacific Islander	His-panic/ Latino	Other Race
Zones	45%	39%	50%	51%	48%	49%
Regions	14%	10%	24%	18%	19%	20%

Challenges

- Promoting TOD in low and moderate income communities:

- Concerns about TOD and gentrification

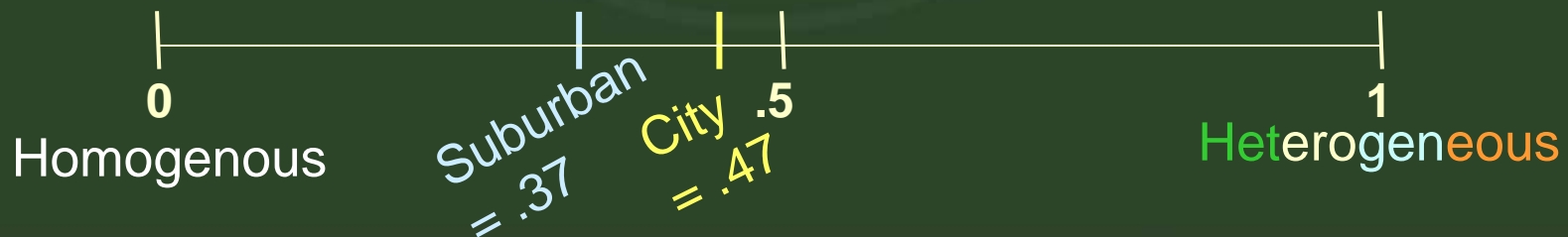


Wicker Park, Chicago

- Promoting diversity in neighborhoods

- Most are still segregated by race and/or income

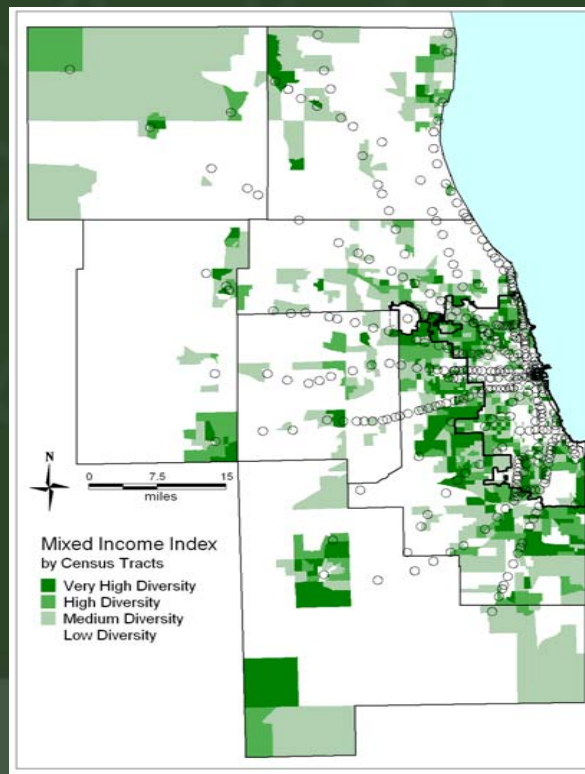
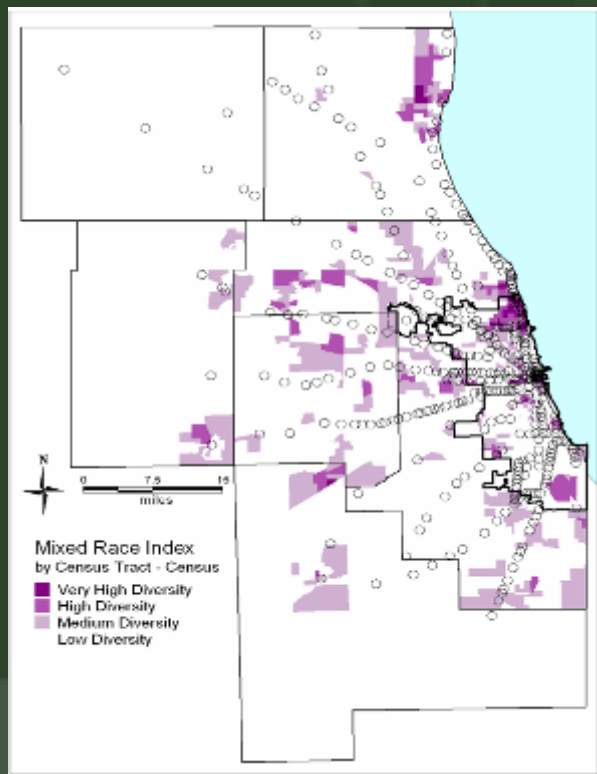
Measure of Racial Diversity in Transit Region Neighborhoods



Does Transit Promote Diversity?

- **86% of 3,252 Transit Zones in 2000 were more race and/or income diverse than their surrounding neighborhoods:**
 - Suburban zones: typically more income diverse
 - Central City transit zones: typically more racially diverse

Diversity in Chicago Transit Zones & Region

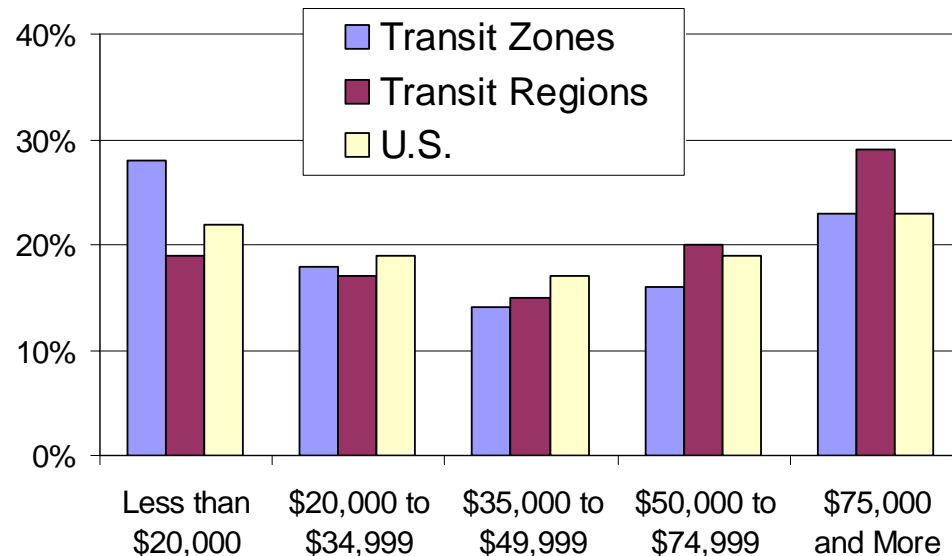


It appears that the cost savings and the amenities associated with TODs support and attract diverse households.

Income Diversity

- **Zones are income diverse, but:**
 - higher percentage earning <\$20,000
 - lower percentage earning >\$75,000
 - Transit Regions have higher incomes than the U.S. overall- -transit is particularly important for lower income households in these regions

Income Distribution in Transit Zones, Transit Regions, and U.S.



Race and Income Diverse TOD Neighborhoods

- Diversity measure varies by region (13% - 75% White)
- Higher densities and larger systems have greatest ridership
- 50-60% are middle income (\$20K to \$75K)

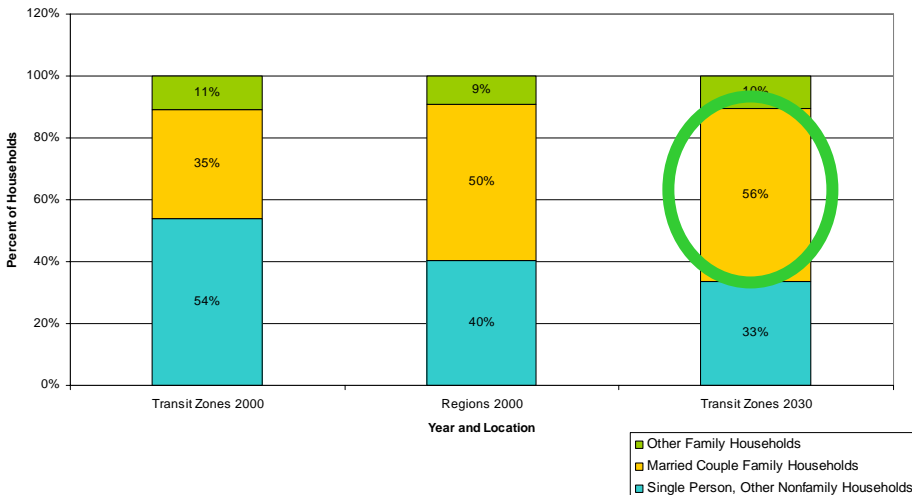
Sample Diverse Transit Zones in 4 Regions

Transit Zone	City	Workers	% White	% Transit, Walk Bike	% <\$20K	% >\$75K	% Own
Suffolk Downs, Blue Line	Boston, MA	1,578	75%	35%	21%	17%	45%
Rogers Park, Metra	Chicago, IL	11,640	23%	43%	27%	13%	22%
Columbia Hghts, Green Line	Wash. D.C	14,735	13%	59%	34%	14%	21%
Doraville, MARTA	Atlanta, GA	1,151	13%	11%	14%	23%	30%

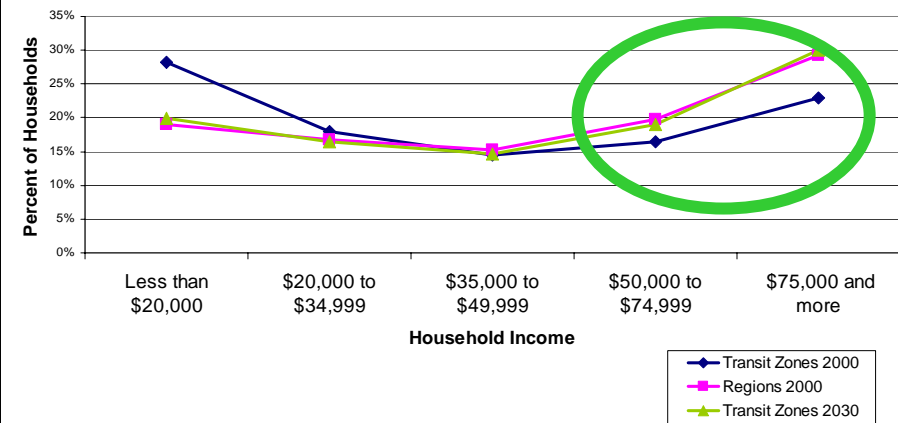
TOD Demand in 2030 by Income & Type

- By 2030 Demand for TOD will increase from 6M to 16M
- Married couples will be a greater share of demand- similar to today's regions
- 49% will be from households earning >\$50,000
- 20% will be from households earning <\$20,000 (from 28% today)

Household Types in 2000 and 2030



Household Incomes 2000 and 2030



- The market could cater to the 50% that are married couples and that earn more than \$50,000 and have sufficient demand

The Future of TOD and Diversity

Transit Zones Today:

Provide Affordability, High Transit Use

- Lower Median Income than Regions
- Lower vehicle ownership
- Use transit, walk, or bike at 3X the rate of their regions
- High percentage of rentals, 65%
- 42% of zones are majority minority

Already:

- 10% have a majority earning \$75,000 or more
- Greater share of owner households paying >30% for housing

Transit Zones Tomorrow:

Will demand outpace supply?

- 49% of Demand from households earning >\$50,000
- Will diversity be maintained?
- Will affordable rental housing be preserved?
- Will low income households have access to affordable transportation?
- Will new transit zones be mixed income?
- Would decline in diversity lead to decline in ridership?

Regional Policy Challenges

- Absent intervention, new housing near transit will likely be:
 - Homeownership
 - Small units
 - Single-family **and** condo
 - Luxury and Market-rate
- Policies, Funding, and Plans need to focus on:
 - Rental **and** *affordable* ownership
 - Small units **and** large ones
 - Single-family, multi-family, **and** multi-generational
 - Affordable **and** subsidized