

TRANSIT- ORIENTED DEVELOPMENT AND EMPLOYMENT

RAIL-VOLUTION 2010



STRATEGICECONOMICS

October 21, 2010

CTOD CENTER FOR
TRANSIT-ORIENTED
DEVELOPMENT

CTOD Research



STRATEGIC ECONOMIC

- TOD 202 Transit + Employment
- Destinations Matter
www.reconnectingamerica.org

Forthcoming:

- TOD and Employment (White Paper)
- TOD and Economic Development (White Paper)

Better Links between Jobs and Transit Help to Achieve Livability Goals

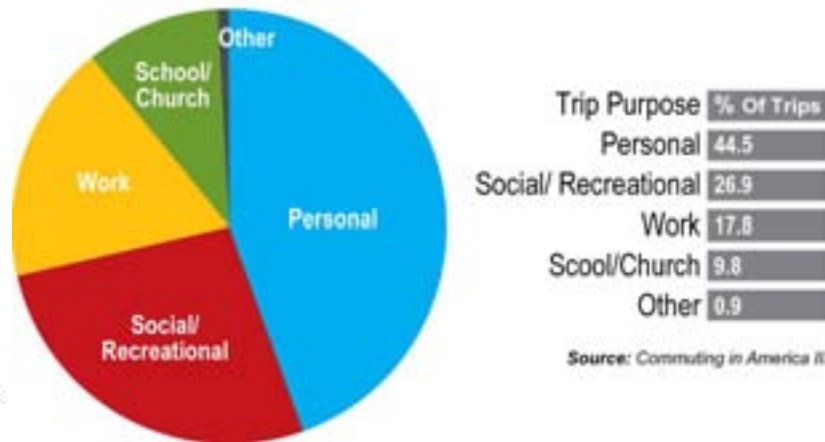
- More sustainable regional development patterns (reduced “job sprawl”)
- Higher performance of transit systems
- Better access to variety of jobs for people of all income levels
- Healthier regional economies in the long term

Jobs and TOD

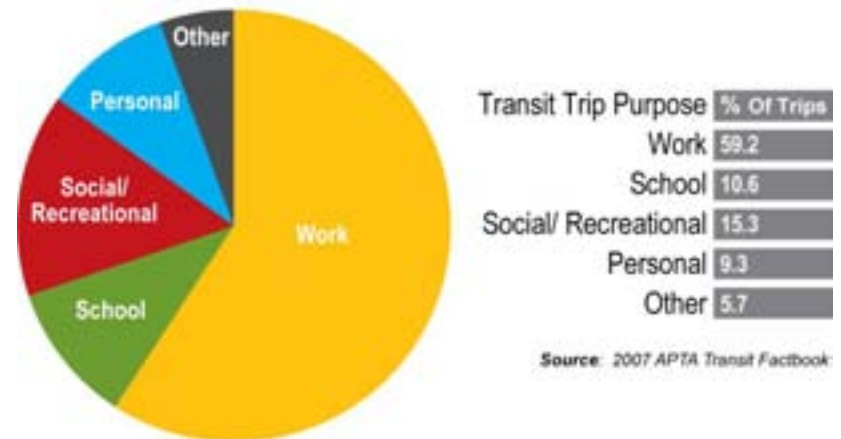
What is the role of employment?

The Transit Commute

Work Trips are Less than 20% of Total Trips



Work Trips Fundamental to Transit Commute



- By a wide margin, the largest group of transit trips are commute trips
- Commuters are a key to transit's productivity

The Impact of the Commute Trip Goes Beyond Its Share of Total Travel



VS.

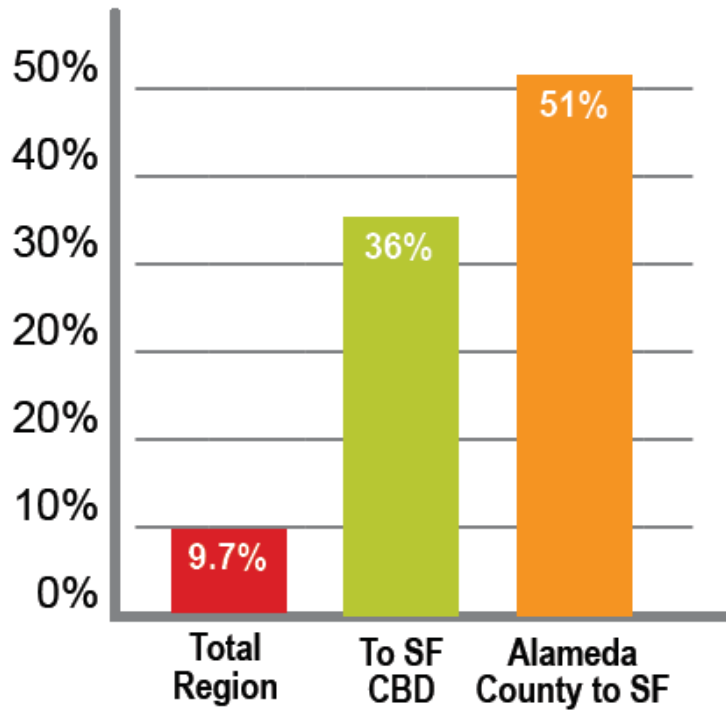


People Who Work Near Transit Are Much More Likely to Ride Transit



- About 20% of California workers in suburban office near transit commute by transit (Cervero, 2006)
- High quality transit, expensive parking and nearby amenities and services help build ridership

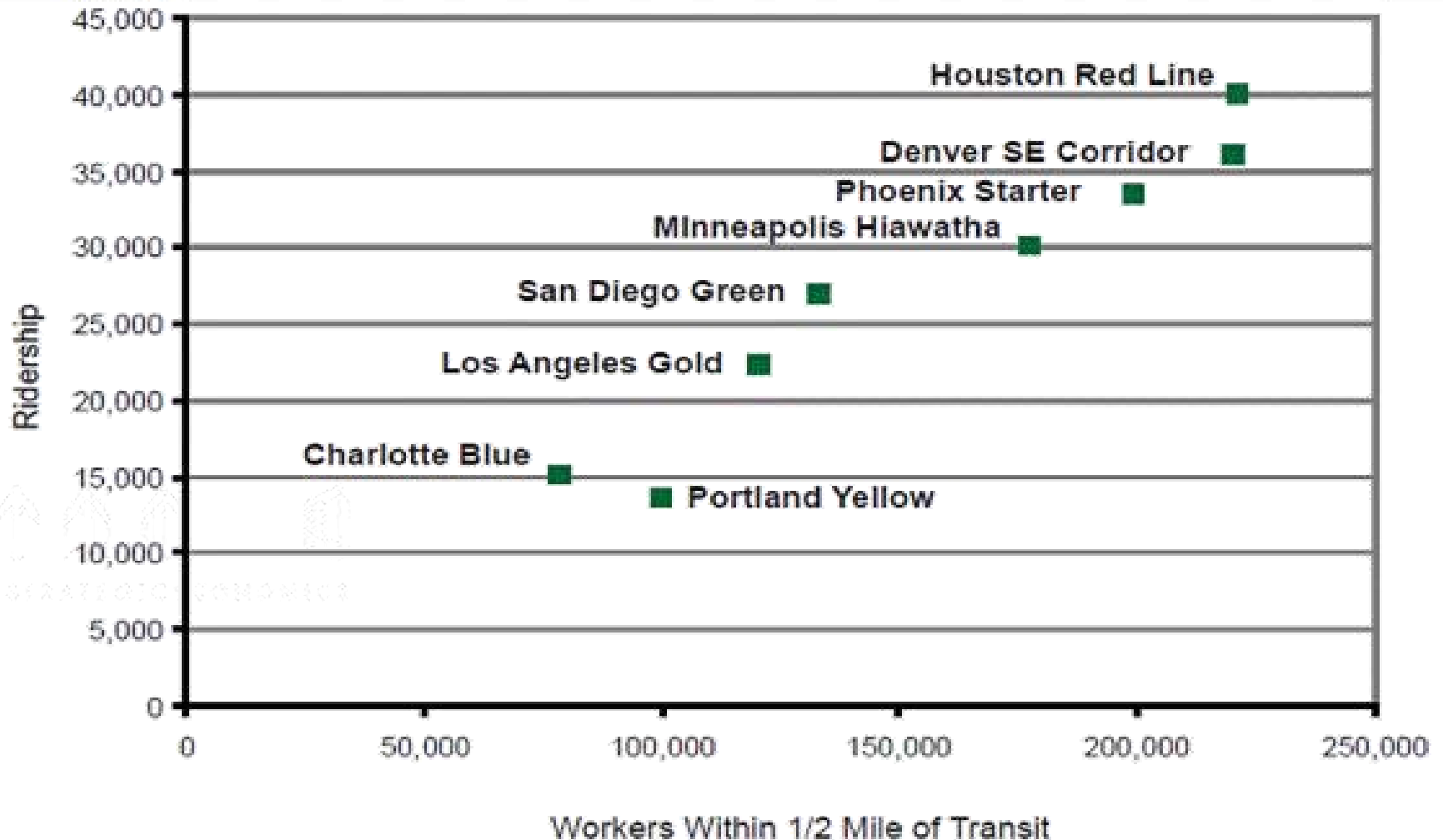
Density and Form of Destination Affect Ridership



Source: *Commuting in America III*



Destinations Matter



Implications for Practitioners

- Recruitment/retention of businesses
 - What types of firms and employees want to be near transit?
- Planning future transit lines and expansions
 - What types of employment centers should be linked up to maximize ridership?
- Existing suburban employment centers near transit
 - What can we do to improve performance of suburban office parks?

Jobs Near Transit

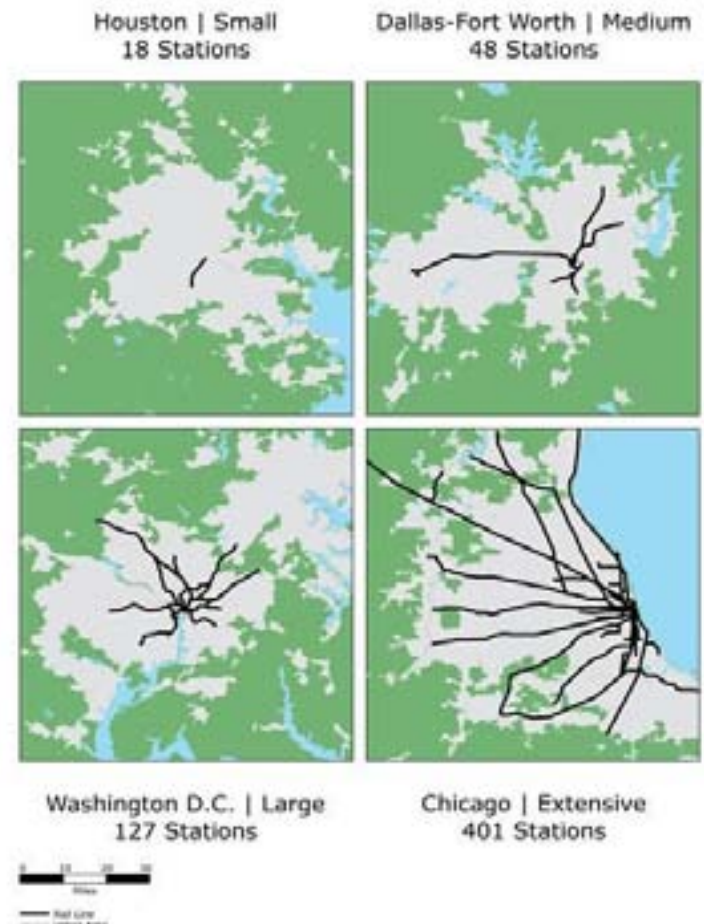
What does CTOD's research show?

Analysis of Jobs Near Transit in 34 Transit Regions

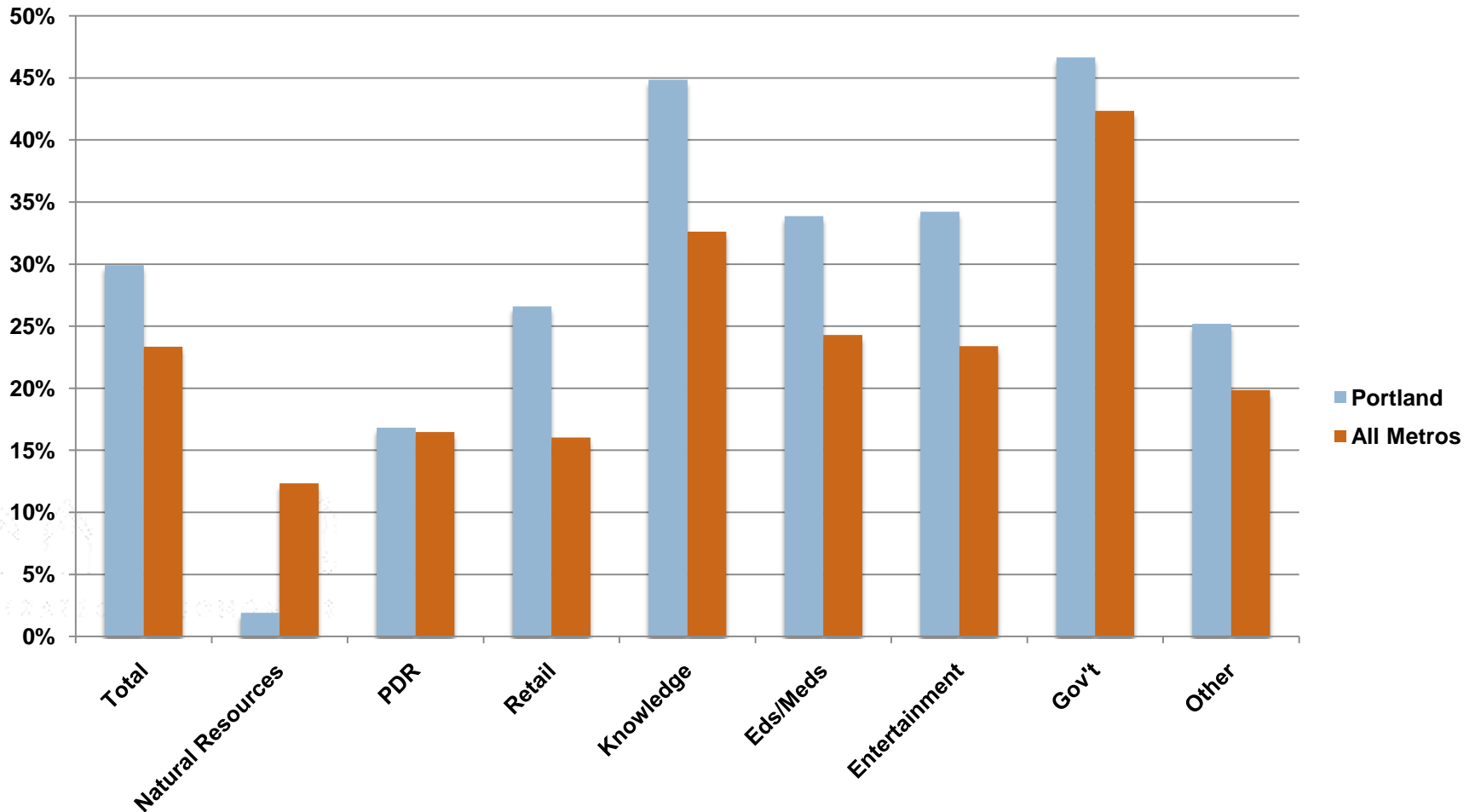
- 14 million jobs near transit
- 23 percent of jobs are near transit

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

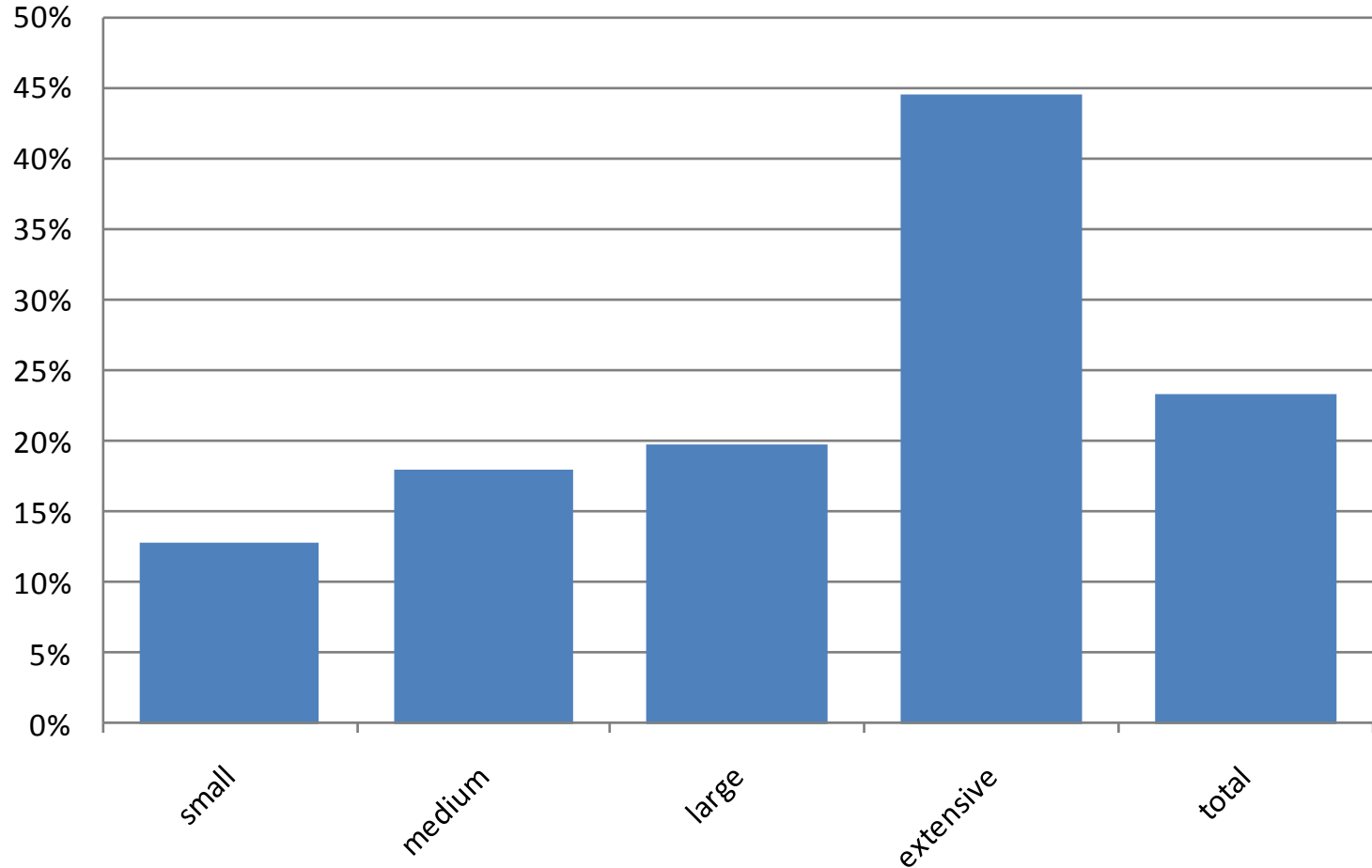
Four Transit Systems Shown at the Same Geographic Scale



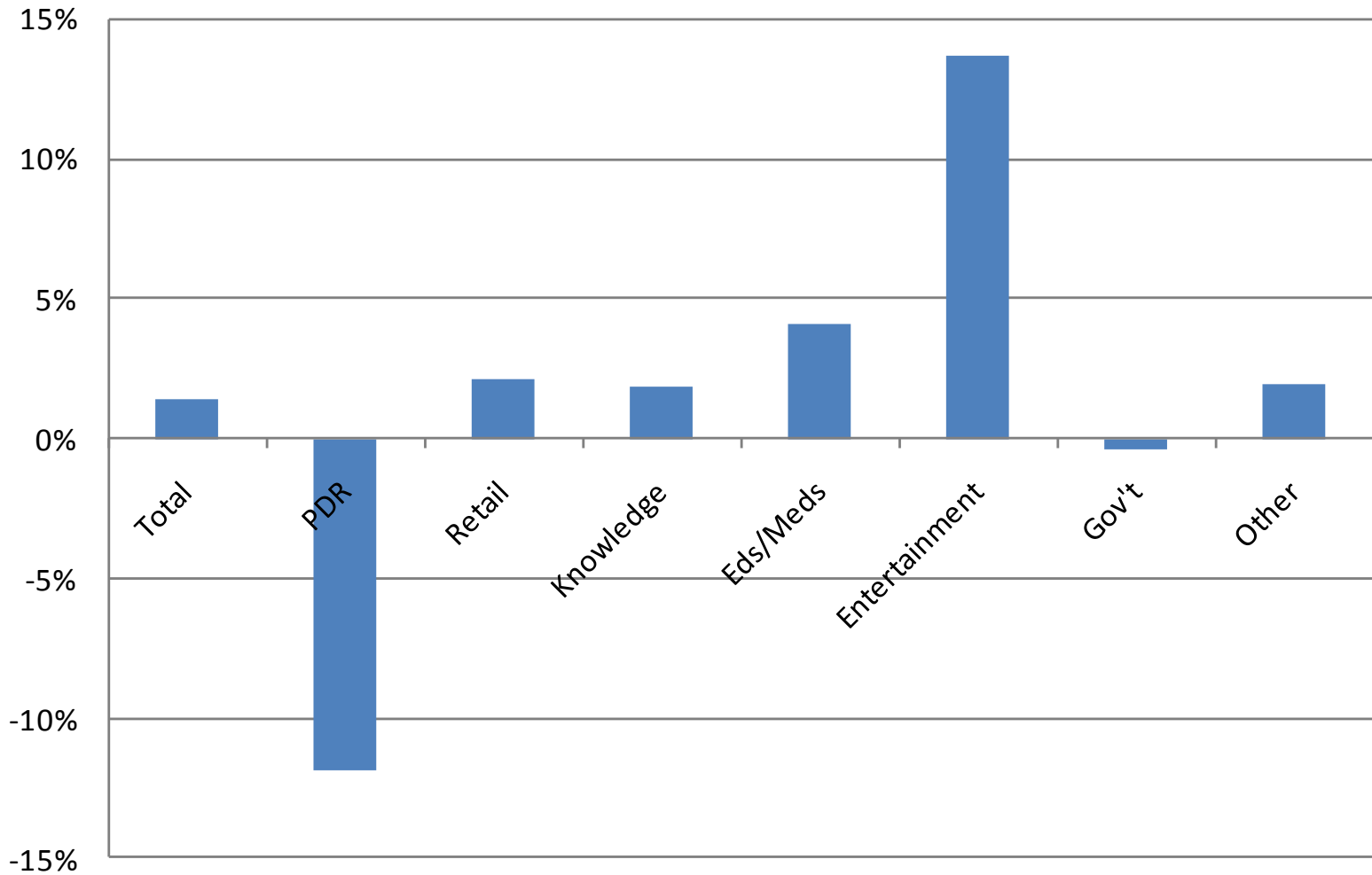
Jobs Near Transit: Portland Metro



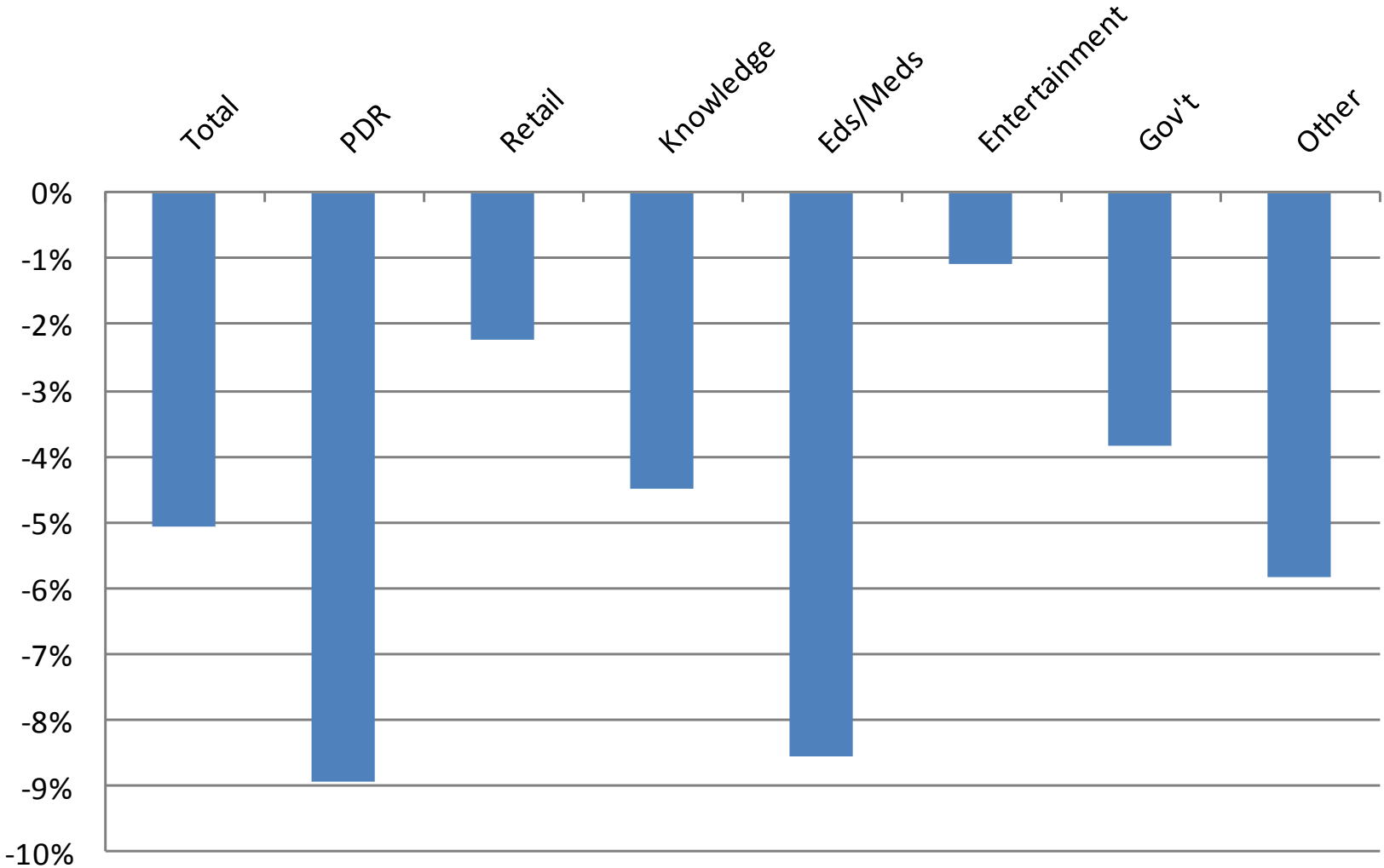
Transit System Size Is Major Factor in Capturing Jobs Near Transit



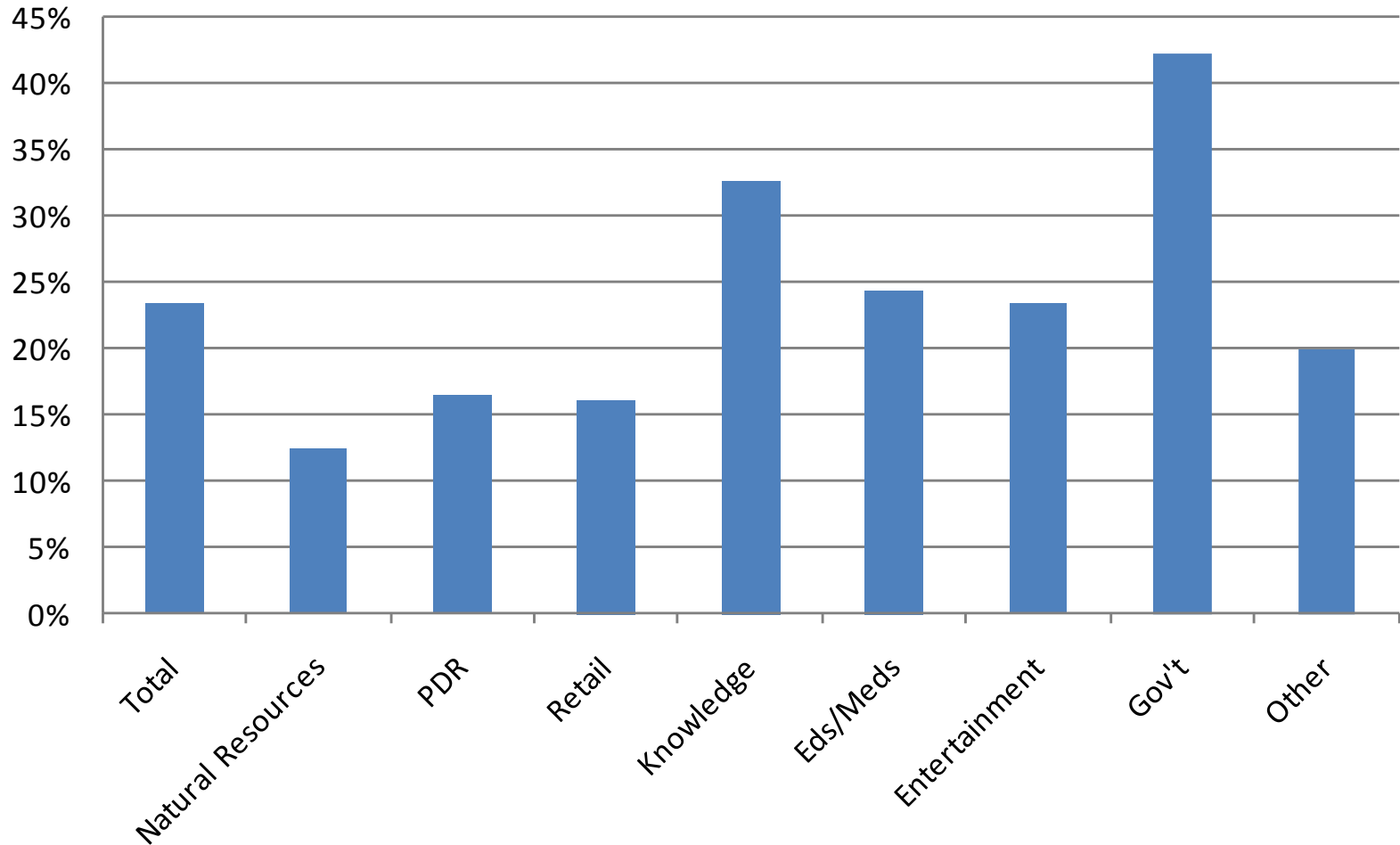
Employment near transit increased for nearly all industry sector groups from 2002-2008



However, transit areas are losing share of regional jobs in all industry groups



Industry Groups Have A Varying Propensity to Cluster Near Transit



Closing Thoughts

- Transit areas hold substantial but declining share of regional jobs - Much of new job growth is occurring in auto-oriented locations.

BUT

- 
- Not all industry sectors are decentralizing at the same rate.

Closing Thoughts

- Some new job growth IS occurring in transit areas – there is an opportunity to plan for more jobs near transit.
- Knowledge-based, cultural/entertainment, and public sector are key industries to target for employment TOD.
- More research needed to formulate strategies to retain/attract these and other employment uses.