

# Transit Corridors and TOD Connecting the Dots

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Elizabeth Wampler, Reconnecting America

*Rail~Volution Session: Linear Thinking as Creative Thinking  
- Planning at the Corridor Scale*

October 24, 2011

At Reconnecting America, we help transform promising ideas into thriving communities – where transportation choices make it easy to get from place to place, where businesses flourish, and where people from all walks of life can afford to live, work and visit.

[www.reconnectingamerica.org](http://www.reconnectingamerica.org)

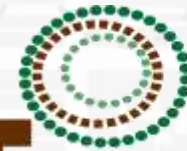
# CTOD Partnership

Dedicated to providing *best practices, research and tools* to support market-based *transit-oriented development*

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Sustainable Communities  
Attainable Results



STRATEGICECONOMICS



# CTOD Partnership

*Dedicated to providing best practices, research and tools to support market-based transit-oriented development*

- TOD 101 and 200 series booklets : [www.ctod.org](http://www.ctod.org)
- National TOD Database: [www.toddata.cnt.org](http://www.toddata.cnt.org)
- Mixed-Income Housing Action Guide: [www.mitod.org](http://www.mitod.org)
- Online Resource Library:  
<http://www.reconnectingamerica.org/resource-center/>

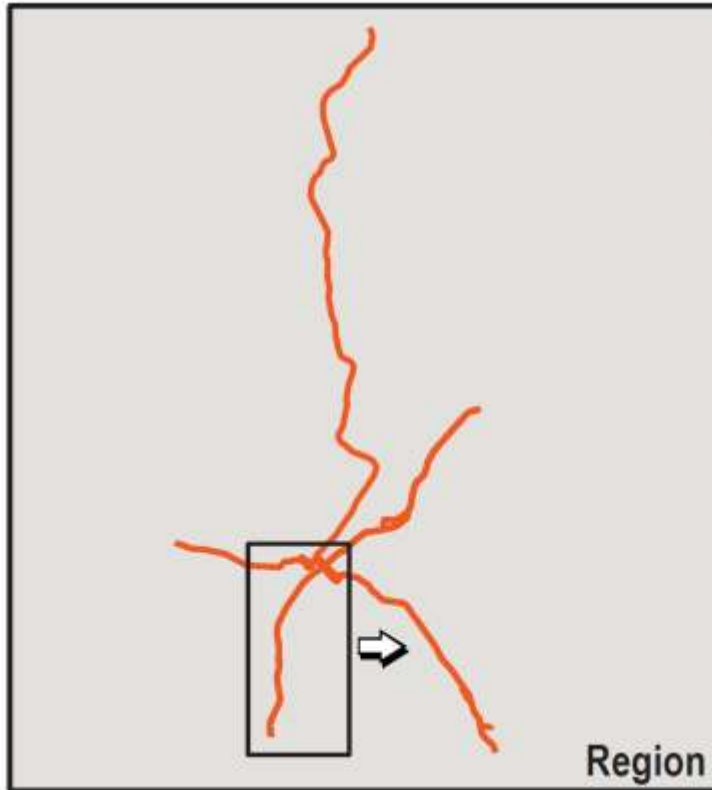





# What is TOD?

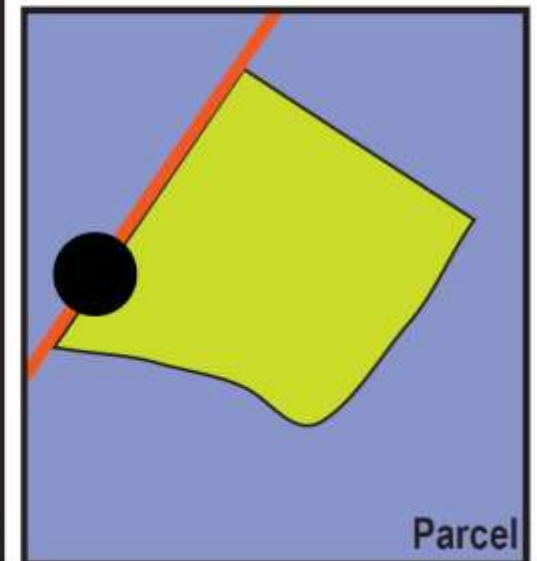
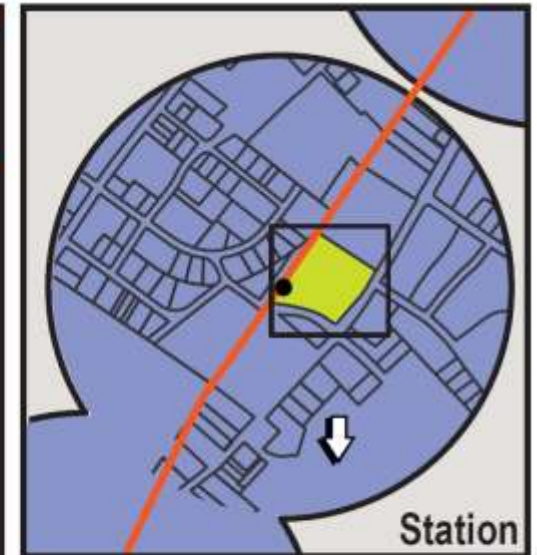
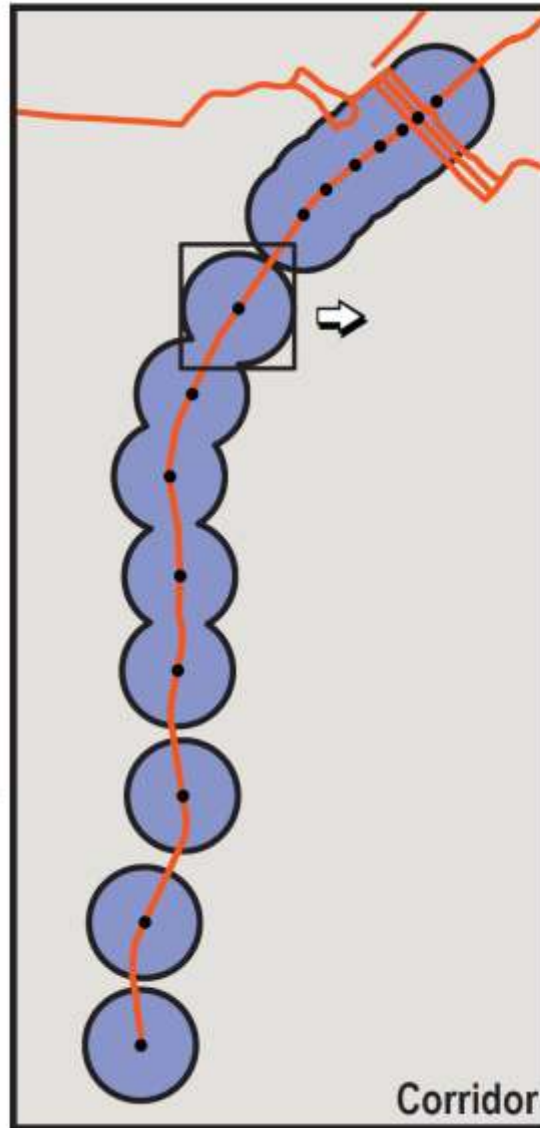
- “Mixed-Income TOD” is the coordination of land use and transportation that:
  - Connects residents to jobs, shopping, and services
  - Reduces auto dependence and transportation costs
  - Provides affordable living households of all incomes
  - Increases economic opportunity



# Scales of TOD



- Legend
-  Station and half mile station area
  -  Transit line
  -  Parcel of land



The Scales of TOD



# For TOD, what defines a Transit Corridor?

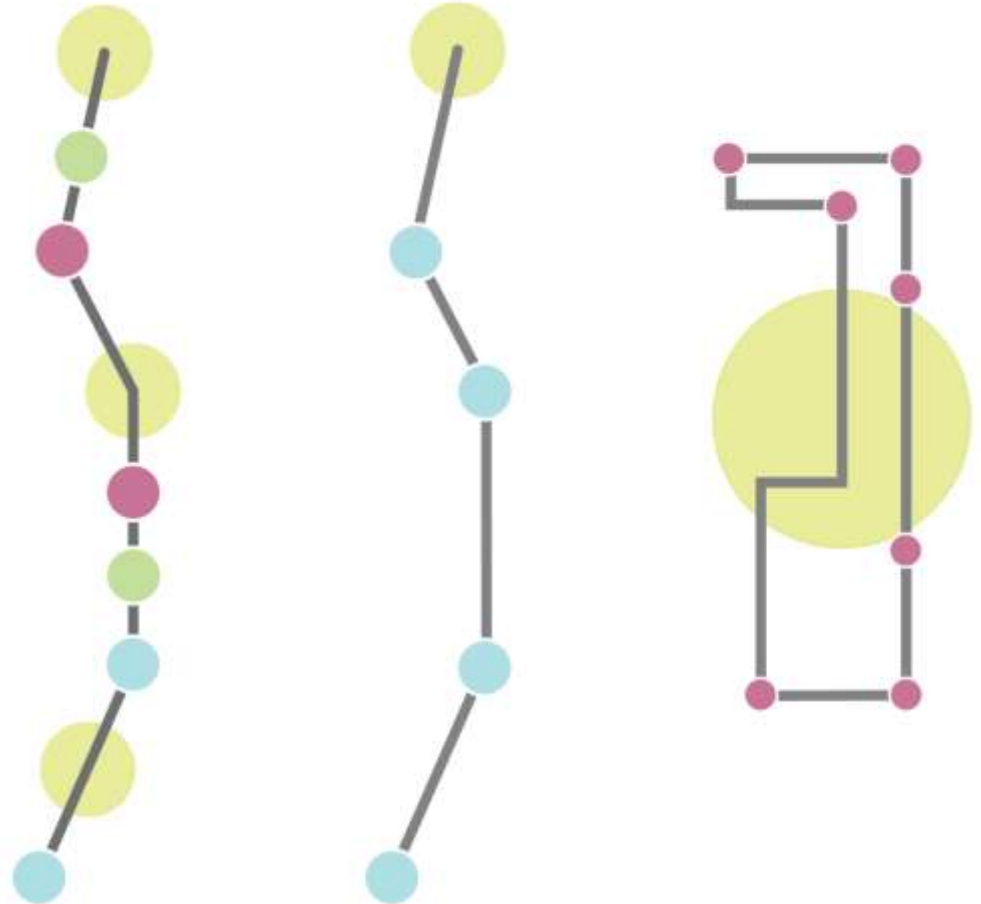
- A transit corridor is defined as the walkable areas around all of the stations along a transit line
- The line segment connects a series of “station areas”
- Station areas are the walkable, half-mile radius around each station



# Three Main Types of Transit Corridors

**Destination Connectors**  
**Commuter Corridors**  
**District Circulators**

Overlap between each “type” in real life, but it can be a helpful way to think about what TOD fits around each type.





# Destination Connectors

## Connect Multiple Activity Centers

- DC example: Rosslyn-Ballston segment of the Orange Line in Arlington
- Tend to have high ridership, all day
- Transit technology: light rail, heavy rail, BRT

## Implications for TOD

- Demand for new development, may be highest near the “destination” stations
- May attract higher density development overall because of that demand
- Bike/ped improvements around activity centers esp. important to support ridership/TOD



# Commuter Corridors

## Connect many residential areas to CBD

- DC example: Orange Line west of Ballston station
- High **peak commute** time ridership and service frequency
- Transit technology: typically commuter rail, but can be light or heavy rail

## Implications for TOD

- New development is likely to be residential
- Frequency of service can affect land use benefits
- Though never the first desire land use, park and ride is more appropriate at stations along commuter rail corridors than others



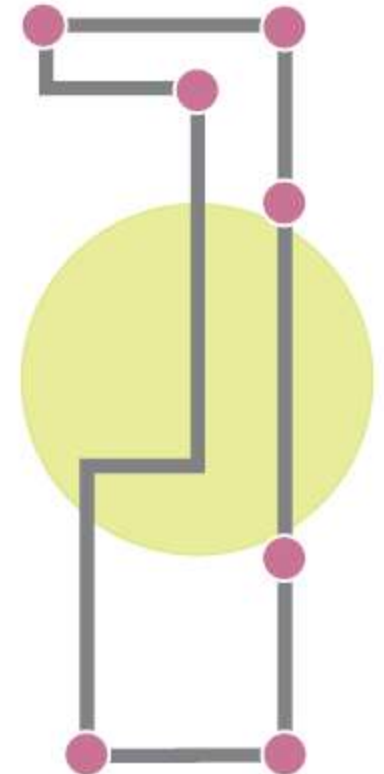
# District Circulators

## Facilitate movement within an activity “node”

- DC example: H St/Benning Streetcar?
- Usually are much shorter corridors, frequent all day service
- Transit technology: streetcars, light rail, high frequency bus/shuttle

## Implications for TOD

- Promote biking, walking, and “park once” strategies (can be key in district wide parking plans)
- Frequency of service and what parts of the activity node or nodes are connected can determine market for development
- Can increase overall transit ridership in region (last mile strategy for major job centers)



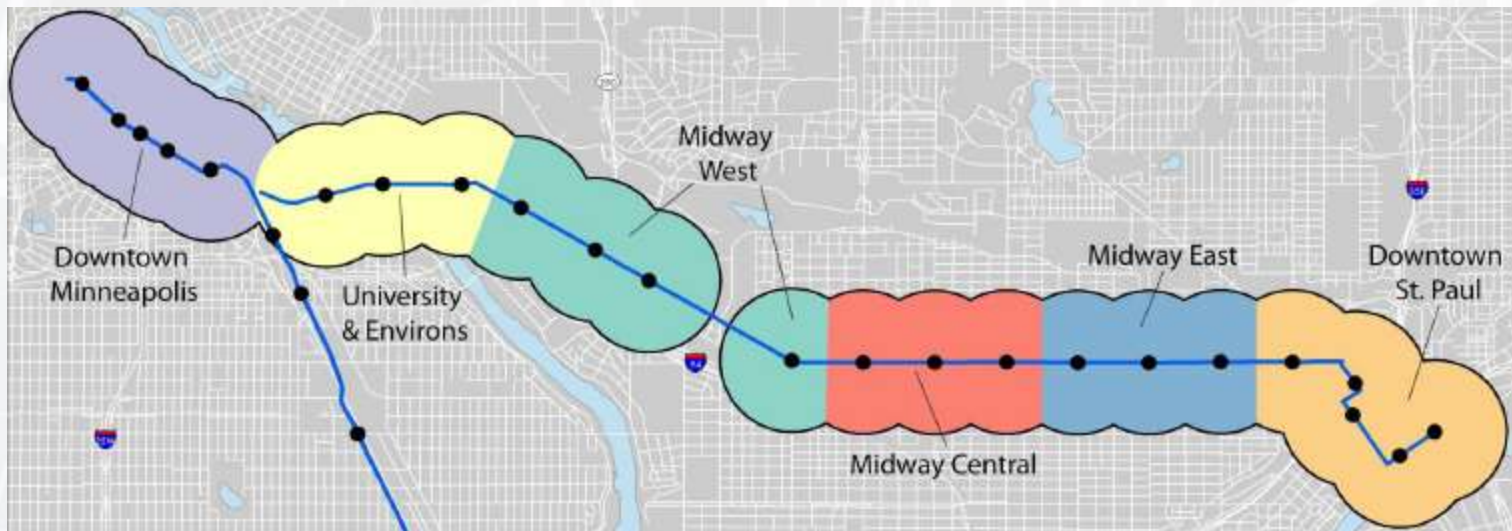


# TOD Objectives at the Corridor Scale

1. Economic development/revitalization
2. Community engagement
3. Enhance regional and local equity
4. Maximize TOD potential by Prioritizing
5. Understand market reaction to transit
6. Support regional economic growth

# 1. Enhance regional and local equity

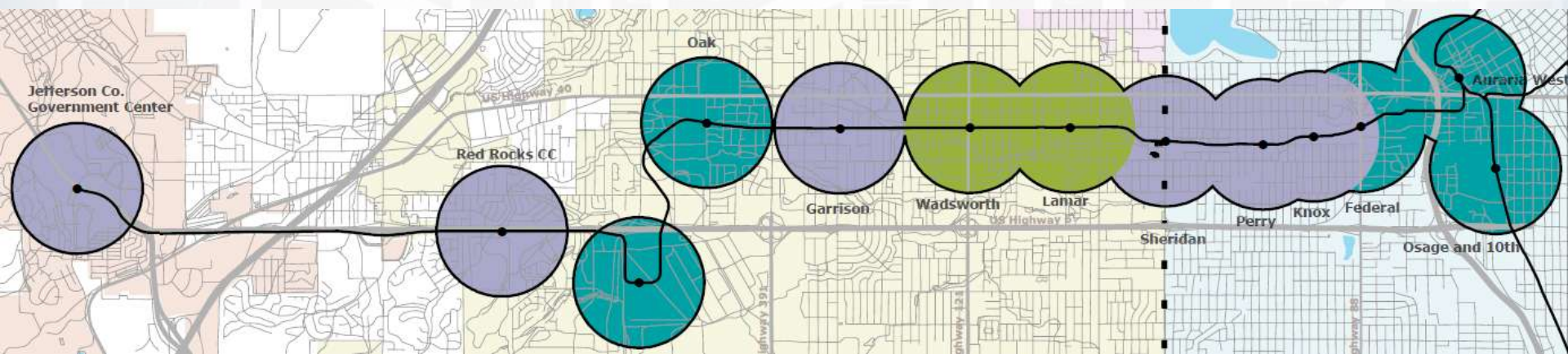
- Connects low-income neighborhoods to job centers
- Provides low-cost access relative to automobiles
- Identify risk of displacement
- Create a mixed-income TOD plan
- Example: Central Corridor, Twin Cities, MN





## 2. Maximize TOD potential by Prioritizing

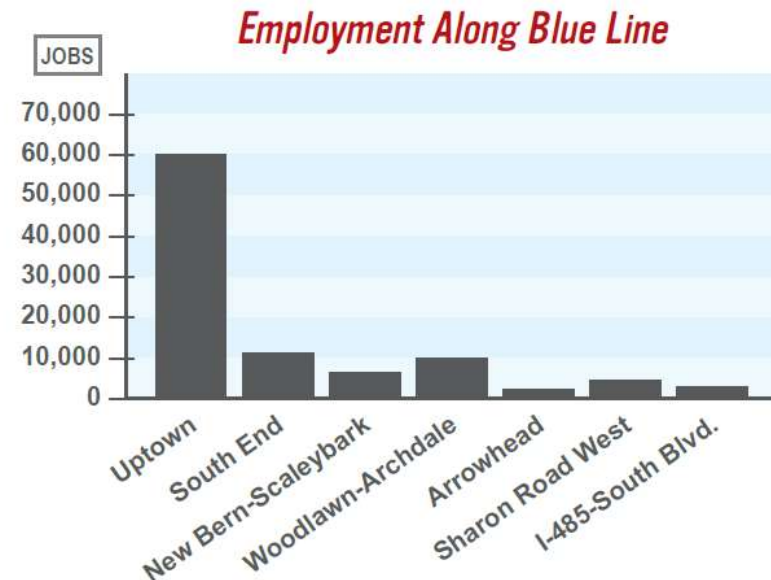
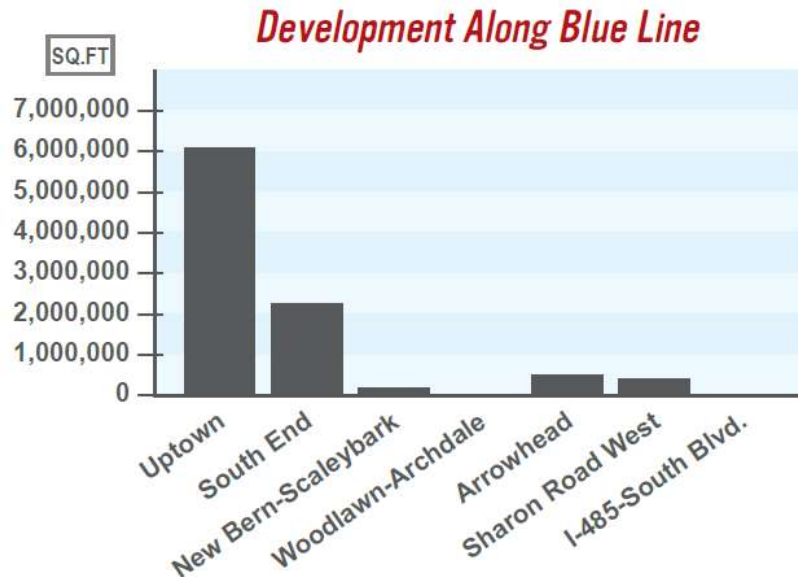
- Public resources for TOD implementation is limited
- But demand is high
- Phased TOD Implementation and Investment Plan can:
  - Focus public dollars
  - Facilitate market driven projects
  - Direct neighborhood change
  - Identify where major investment should happen today
  - Support capacity building or community planning
- Example: West Corridor, Denver, CO





### 3. Understand market reaction to transit

- Transit alone does not create a market for development
- But transit can guide the market
- Can help identify conditions for displacement or gentrification
- Example: Charlotte, NC
- More reading: Rails to Real Estate



## 4. Support regional economic growth

- Congestion threatens growth in existing job centers
- Need transit connection to job centers, but also TOD
- Examples: Warner Center, Los Angeles; Tyson's Corner, DC



Thank you!

Find all of our presentations on our website:

<http://ractod.org/slideshows-presentations>

TOD and Corridors Booklet:

<http://reconnectingamerica.org/resource-center/browse-research/2010/tod-203-transit-corridors-and-tod/>

Get the daily news on transit and TOD:

<http://reconnectingamerica.org/news-center/the-other-side-of-the-tracks/>

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