Transit-Oriented Development
Performance Measures

Rail-Volution
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Reconnecting America’s Center for
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, tends over time, government policies, integration and accessibility
Rosslyn-Ballston Transit Corridor Case Study


• 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?