Evaluating transit modes for Land Use needs:

Does one size fit all?

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Interaction between transit modes and individual means of mobility affects land use patterns.
Personal decisions are subject to a variety of factors combined with choice of options for transportation.

**Demographics**  
age, gender, income, education

**Economics**  
price of housing, fares, fuel, parking

**Culture**  
ethnicity, background, values
Transit-Oriented Development OR Development-Oriented Transit?

Existing x Planned

- Corridor selection
- Land use vision/policy
- Station function
- Multi-modal Integration
- Pedestrian access
- Capacity/speed of mode
- Parking location
- Community partnerships
Transit Stations
Auto- Oriented x Transit-Oriented

Two Urban Design Concepts

Same land uses

Same Transit
- Rail station
- 800 park & ride
- 12 bus transfer

Same cost

Parking at station
Is mode THAT important in TOD?
“Bull’s eye” versus “Corridor” pattern of land development

Commuter Rail
fosters development by re-using valuable major assets

- facilitated long journey to work
- fostered suburban growth
- built patronage and revenue for carriers

New Jersey Transit
leader in fostering commuter rail TOD

Chicago
Ogilvy Transportation Center

New York
New sports arena in Brooklyn and competing proposals for air rights over Manhattan West side Yard

New Trends
Less about expansion to undeveloped areas more about reducing auto congestion

TOD Embraced by agencies to:
- redevelop older communities
- concentrate development at train stations
- build ridership
Heavy Rail
Arlington - Virginia

TOD Plan Adopted 1974
Stations opened 1979
Heavy Rail
Arlington - Virginia

• Development since 1980
  ▪ 25m square feet office
  ▪ 14,400 residential units
• Station areas
  ▪ 25% county housing
  ▪ 37% county jobs

• 33% County’s real estate taxes from 7.6% of its land area
• 30 million SF on two square miles
• Transit Access
  Arlington: 73% walk, 13% by car
  Fairfax: 15% walk, 58% by car

Land use can change Transportation behavior!
**Heavy Rail**
West Hyattsville - Maryland

**Planned Transit Village**

- 3,600 residential units
- 1 m SF commercial space
**Light Rail**

- A modern term for “streetcar”
- Most flexible rail mode
- Can operate at grade in mixed traffic or on reservation;
- Like heavy and commuter rail
  LRT tends to be corridor and journey-to-work oriented

**Portland - Oregon**

- $1 billion in development along first line (Banfield)
- Newest - Interstate MAX line: Opened 2004
- 51 new business opened less that one year after opening
- 20 businesses received “storefront improvement” grants from Portland Development Commission
Streetcar

• No longer used as “generic” term; supplanted by “Light Rail”
• Streetcars remain one end of the LRT spectrum
• Operate most often in mixed traffic
• Usually single cars – electrically powered
• Stops can be every block – slow transit speeds
• Oriented to downtown areas or specific neighborhoods rather than to express travel along a corridor
• Small scope projects and lack of grade separation – makes them inexpensive and quick to implement

Portland - Oregon

• Most successful modern streetcar system
• $1.5B invested in abutting projects
• 2700+ residential units built in 90 block Pearl district
• Extension to waterfront under construction
• $1.9B in redevelopment announced
Streetcar
South Lake Union - Seattle

• $47M - 2.6 mile route length

• Service to open 2007

• Catalyst for 250 acre neighborhood revitalization

• 2.6 million SF commercial and residential currently under development

• Planned 14 million SF by 2020

• Private public partnership with Vulcan and City of Seattle
Streetcar
Tampa, FL

- opened October 2002
- 2.5 mile route
- Replica Vehicles
- $800m in redevelopment along route
- Extension into Downtown Planned
Bus Rapid Transit

- Similar to Light rail in capacity and station spacing
- Exclusive rights of way allow competitive speeds
- Stylized special-purpose vehicles add attractiveness and dignified travel experience
- Can be implemented quickly with local and standard design and construction methods
- Can be less expensive than light rail

Curitiba - Brazil
Bus Rapid Transit
Ottawa, Canada
• flexible route structure
• Ties existing land uses
• Connects new ones
• intensifies the linear corridor
Bus Rapid Transit
Eugene – Springfield
Oregon

• Springfield Station – opened spring 2005

• Retail tenant inside LTD’s station building

• 6 additional new businesses in adjacent block

• First new commercial building in downtown core for 20 years

• Partnered with city planners to serve as key anchor for downtown core revitalization
“Can you hope for TOD with each mode?”

it is not the mode - but the market, the location and the planning framework
“What is outside the windows is as important as Who is inside the windows”
FB PlaceMaking provides interrelated services that support the creation of livable communities.