TOD At The Corridor Level: Planning for the Market, Access, and Land Use

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People within a half-mile radius are 5 times as likely to walk to a major transit stop than others. Those who live further from a transit node are less likely to bother with the train or bus.

TOD also applies at the corridor and regional scales.
Moving From the District to the Corridor
Why Corridor?

- Transit Systems are planned at the Corridor Level
- Transit changes market dynamics by providing new access
- Stations play different roles along a corridor
- Potential for shared resources and amenities (parks, major shopping, community facilities)
Key Themes

1) No “one size fits all”. Corridor goals help determine TOD opportunities.

2) Corridor TOD often demands interjurisdictional collaboration and coordination.

3) Mobility functions inform access needs and development opportunities.

4) TOD market is linked among the different station areas along the corridor.

5) The physical layout and site constraints at any individual station impacts what is feasible for development on these sites.
City and County of Denver TOD Strategic Plan (w/CTOD)
Glatting Jackson’s Charlotte, NC TOD Planning

**Neighborhood Service Area**

Stations with a Neighborhood Service Area are intended to only serve a localized area immediately around the station. This area is generally less than 1/2 mile. A Neighborhood service area is sufficient for densely developed areas of the community, though they are not excluded from being used in suburban or greenfield locations. Neighborhood Service Area stations can frequently be grouped to provide better service area overlay in the densest of areas.

**Community Service Area**

Community Service Area stations are typically the most common transit stations in communities like Charlotte. The area served is up to 1-mile of the station. Community Service Area stations are more reliant on bus connections to the station; as the outer fringe of the service area is outside of the walking distance. Additionally many customers will arrive by car, leading to the need for adequate parking and/or Kiss & Ride areas.

**District Service Area**

Stations serving a district-wide service area attract riders from up to 3-miles from a station. Service area characteristics typically involve access by a more limited feeder bus network and a larger number of private vehicles. To provide adequate district-wide service these stations must be located within easy access to an arterial roadway, preferable a major arterial.

**Regional Service Area**

Stations serving a regional service area are typically the final station on a transit line. Access, for users who often travel more than 5-miles from the station, comes from major arterials or freeways. These stations generally have large park and ride lots, bus transfer facilities, and layover facilities for transit operators.
Strategic Economics’s LA God Line Analysis
CTOD Analysis of Fairmount Corridor in Boston