Transit-Oriented Communities:  
*A Blueprint for Washington State*  
Futurewise + GGLO + Transportation Choices Coalition
“Land use-related policies alone are not the ‘silver bullet’ many are searching for to solve the climate crisis, but they are clearly an important component of the ‘silver buckshot’ of solutions required to address this issue.”

- Planning for Climate Change in the West, Rebecca Carter & Susan Culp

Transportation leading cause of GHG in region and state

Land use patterns that encourage VMT reduction important strategy to meeting state GHG reduction requirements
Blueprint for TOC: **Context**

Direct impacts of vehicles: oil, tire wear, brake linings, air emissions.

Impervious surface disrupts natural hydrology and accelerates delivery of toxic chemicals.

Puget Sound Partnership Recommendation 1A: “Focus growth away from ecologically important and sensitive areas by encouraging dense, compact cities...”
Blueprint for TOC: **Context**

Large cities underperforming on growth targets; small cities, rural areas growing too fast. Transit network logical place to accommodate future growth within our cities.
What are Transit-Oriented Communities?
Blueprint for TOC: *Factors*

What factors are associated with social and environmental performance of station areas?

- Transit Connectivity
- Pedestrian and Bicycle Connectivity
- Housing Affordability
- Residential and Employment Density
- Mix of Uses
- Parking Reductions, Transportation Demand Management
- Public Spaces
- Green Infrastructure
- Urban Design for safety, aesthetics and preservation
What benefits can we expect to see from TOC land use patterns?

- **Social Benefits**
  - Physical Health
  - Air Pollution
  - Auto Accidents
  - Social Capital
  - Transportation Costs
  - Housing Affordability
  - Infrastructure Costs
  - Return on Public Investment

- **Environmental Benefits**
  - Land preservation
  - Habitat protection
  - Water quality
  - Energy consumption
  - VMT reduction
  - GHG reduction
Blueprint for TOC: *Evidence*

As residential density increases, vehicle miles traveled decreases.

As residential density increases, vehicle trips decrease, transit and walking trips increase.
Blueprint for TOC: *Typology*

Performance diminishes from Core, to Center, to Village to Commuter, with destination an outlier dependent on site-specific conditions.
Blueprint for TOC: Evidence

Increases in residential and employment density are associated with increases in transit ridership and decreases in GHG emissions.
Blueprint for TOC: **Measures**

**Overarching Goals of High-Performing TOC**

- **Goal**: Provide housing and transportation choices that give residents access to homes, jobs, recreation opportunities, and stores and community services to meet their daily needs without relying on a personal vehicle.

- **Measure**: High-performing TOC should allow at least half of all trips that originate or terminate in the station area to be made by walking, biking, or transit.
Blueprint for TOC: *Action*

- In general, public policy should:
  - Optimize performance on all measures in all station areas
  - Provide support and incentives for high-performing TOC
  - Plan for high-performing TOC along future transit investments
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Download the report: www.TransportationChoices.org
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