TRANSIT ORIENTED DEVELOPMENT (TOD) RESOURCES

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TRANSIT-ORIENTED DEVELOPMENT RESOURCES

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AFFORDABLE HOUSING & TOD

"BUILDING HOUSING NEAR TRANSIT: A long-lasting affordability strategy" / Poticha, Shelley/Reconnecting America's Center for Transit-Oriented Development -- Washington, DC: Surface Transportation Policy Project, March 2007, 8 p.
Available full text via the World Wide Web:
http://www.transact.org/testimony/Reconnecting_America_House_Approps_3_08_07.pdf
In her testimony presented before the Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies of the U.S. House of Representatives, Ms. Shelley Poticha shares "some of larger trends that are reshaping the housing market and creating an unprecedented opportunity for development near transit." Her agency, Reconnecting America, identified a set of recommendations for Congress and the federal government "to better meet the growing demand and challenges for mixed-income housing near transit."

MAKING THE CONNECTION: TOD and jobs / Grady, Sarah; LeRoy, Greg -- Washington, DC: Good Jobs First, March 2006, 116 p.
Available full text via the World Wide Web:
http://www.goodjobsfirst.org/pdf/makingtheconnection.pdf
This report looks at the ways TOD can serve the needs of working families—particularly those with low and moderate income—by providing affordable housing and/or better access to jobs. This is done through an examination of 25 TOD projects around the country that to varying degrees meet the housing and employment needs of those with limited means. TOD projects, by definition, improve transit options, in two senses. The housing components of such projects give residents easy access to trains, streetcars and buses for commuting to work elsewhere. The commercial components create jobs that people living in other places can more easily reach by public transportation. All this is laudable, but it does not help working families if the housing is upscale and the jobs are polarized between well-paying professional positions and minimum-wage service jobs.

THE MATCH GAME: Bringing together affordable housing and transit villages / Utter, Marilee/Urban Land Institute -- College Park, MD: Community-Wealth.org, 2005, 8 p. (Journal article)
Multifamily Trends – Vol. 8, No. 1 (Winter 2005) p. 32-37
Available full text via the World Wide Web:
http://www.community-wealth.org/_pdfs/articles-publications/tod/article-utter.pdf
As housing prices continue to increase and transit systems grow, cities are realizing that combining transit-oriented development and affordable housing can make economic sense. America's overriding desire for community, viewed through the lens of real estate, looks a lot like a longing for a romanticized notion of small-town America—or a European village. In this vision, people know their neighbors and feel safe; kids can ride their bikes to school; work, shopping, recreation, and dining are all nearby; and families really can get by with just one car. People gush over such places and rush to live or vacation at them, bidding up prices in the process. Even when these communities make a special effort to include mixed-income housing, economic realities soon force working-class citizens to "drive until they qualify"—move farther away from the community to find a mortgage they can afford—eroding the small-town magic that attracted them in the first place.

AFFORDABLE HOUSING & TOD – Cont'd

REALIZING THE POTENTIAL: Expanding housing opportunities near transit / Oakland, CA: Reconnecting America's Center for Transit-Oriented Development, April 2006, 202 p.
Available executive summary and chapters via Reconnecting America's web site:
http://www.reconnectingamerica.org/public/reports
This study shows that location matters a great deal when it comes to reducing household costs. While families who live in auto-dependent neighborhoods spend an average of 25 percent of their household budget on transportation, families who live in transit-rich neighborhoods spend just 9 percent, the study says. The report examines five case study regions – Boston, Charlotte, Denver, Minneapolis, and Portland -- to better understand the proactive strategies being undertaken to create and preserve affordable housing near transit.

DESIGNING/PLANNING TOD

BUILDING TRANSIT ORIENTED DEVELOPMENT IN ESTABLISHED COMMUNITIES / Goodwill, Julie; Hendricks, Sara J. -- Tampa, FL: University of South Florida, Center for Urban Transportation Research, November 2002, 76 p.
Available full text via the World Wide Web:
http://www.nctr.usf.edu/pdf/473-135.pdf
This report provides a synthesis of the steps that established car oriented communities have taken to transform into transit oriented communities. The report identifies several approaches, such as the use of transit oriented design, focusing transit oriented development (TOD) around park-and-ride lots, making changes to land development regulations, parking management, offering development incentives, coordinating stakeholders, incorporating transit into future development/redevelopment, crafting TOD design guidelines, predesignating transit corridors, ensuring pedestrian and bicycle access, adapting transit services to the needs of suburban-style communities, offering location efficient mortgages and ideas for dealing with community resistance toward applying transit friendly measures to car oriented communities. This report presents a literature review with conclusions, an annotated bibliography and five case studies of communities that have taken steps to become transit oriented.

CONSTRUCTION OF TRANSIT-BASED DEVELOPMENT / Lefaver, Scott, et al. -- San Jose, CA: San Jose State University, Mineta Transportation Institute, September 2001, 149 p. (MTI Report no. 01-05)
Available full text via the World Wide Web:
http://transweb.sjsu.edu/mtiportal/research/publications/documents/01-05.pdf
This project reviews policies and legislative programs that can be adopted at all levels of government to encourage transit-based development. The study focuses on local government implementation since it is cities and counties that have the land use responsibility for planning and zoning. The study also investigates how higher levels of government (state and federal) can encourage development through legislative and policy incentives. The study recommends some land use, legislative, and fiscal powers that are needed by local jurisdictions to carry out these incentives. The chapter entitled "Elements of Success" explains each of the recommendations in detail.

DESIGNING/PLANNING TOD – Cont'd

CONTEXT SENSITIVE SOLUTIONS IN DESIGNING MAJOR URBAN THOROUGHFARES FOR WALKABLE COMMUNITIES / Bochner, Brian S., et al. -- Washington, DC: Institute of Transportation Engineers (ITE), 2006, 221 p.
Available full text via the World Wide Web:
http://www.ite.org/bookstore/RP036.pdf
This report advances the successful use of context sensitive solutions (CSS) in the planning and design of major urban thoroughfares for walkable communities. It provides guidance and demonstrates for practitioners how CSS concepts and principles may be applied in roadway improvement projects that are consistent with their physical settings. CSS is the result of developing transportation projects that serve all users and are compatible with the surroundings through which they pass—the community and environment. Successful CSS results from a collaborative, multidisciplinary and holistic approach to transportation planning and project development. CSS in the transportation planning or project development process identifies objectives, issues and concerns based on stakeholder and community input at each level of planning and design.

DEVELOPING AROUND TRANSIT: Strategies and solutions that work / Dunphy, Robert; Cervero, Robert, et al. -- Washington, DC: Urban Land Institute, 2005. 183 p. (Book)
Available for purchase via the World Wide Web:
http://www.uli.org/AM/Template.cfm?Section=Home&Template=Ecommerce/ProductDisplay.cfm&Productid=877
For communities wrestling with growth and sprawl, traffic headaches, and low transit ridership, one of the solutions is well-planned, high-quality development around transit stations. Written by a team of experts in development, planning, and transit, this book goes beyond the typical formula of a master-planned mix of retail, offices, and housing to show a variety of ways to tap the vast prospects of undeveloped and underdeveloped areas around transit stations, whether large scale or small scale, downtown or suburban. Addressing the many challenges, as well as the opportunities, such sites present, this book offers proven strategies for dealing with the special considerations involved in developing vibrant, attractive transit districts that can revitalize deteriorating neighborhoods, provide more customers for transit, justify the transit investment, and raise property values.

ENHANCED TRANSIT STRATEGIES: Bus lanes with intermittent priority and ITS technology architectures for TOD enhancement / Todd, Michael, et al. -- Berkeley, CA: University of California, Berkeley, Institute of Transportation Studies, 2006, 108 p. (no. UCB-ITS-PRR-2006-2)
Available full text via the World Wide Web:
http://www.its.berkeley.edu/publications/UCB/2006/PRR/UCB-ITS-PRR-2006-2.pdf
The transit-oriented development (TOD) concept is a key area where several enhanced transit strategies can be implemented. TODs integrate transit, residential, retail and/or commercial entities into a compact, pedestrian-friendly community, thereby reducing private car usage and increasing transit use. This research report addresses two enhanced strategies within the TOD framework: 1) using Bus Lanes with Intermittent Priorities (BLIPs) to enhance bus transit; and 2) addressing how and what Intelligent Transportation System (ITS) technology can be used within TOD system architectures.

DESIGNING/PLANNING TOD – Cont'd

ENVISIONING NEIGHBORHOODS WITH TRANSIT-ORIENTED DEVELOPMENT POTENTIAL / Bossard, Earl G., et al. -- San Jose State University, Mineta Transportation Institute, May 2002, 147 p. (MTI Report no. 01-15)
Available full text via the World Wide Web:
http://transweb.sjsu.edu/mtiportal/research/publications/documents/01-15.pdf
The Envisioning Neighborhoods with Transit Oriented Development (TOD) Potential project seeks to introduce planners, developers, and urban analysts to information design techniques and digital computer tools that can be used to undertake and study TOD. A basic premise is that effective TOD requires thoughtful planning to be successfully integrated into the metropolitan fabric. The primary focus of this project is intra-regional comparisons, focusing on information pertaining to the relative desirability of places within a region. Context matters, so data is best understood in a comparative context. Small multiple replicate maps, charts, and digital images can be used to understand many aspects of places with TOD potential. Place comparisons can be made across space, time, and scale. The study focus is on understanding the neighborhoods surrounding transit centers and their context in terms of the character of areas within walking distance (< 1/2 mile), bicycling distance (< 2 miles) and five-mile driving or transit distance. These ranges of analysis include the areas where residents of possible TODs might work, shop, or prefer to go for services.

EVALUATING ACCESSIBILITY FOR TRANSPORTATION PLANNING / Littman, Todd -- Victoria, BC, Canada: Victoria Transport Policy Institute, July 2007, 39 p.
Available full text via the World Wide Web:
http://www.vtpi.org/access.pdf
This paper discusses the concept of accessibility and how it can be incorporated in transport planning. Accessibility refers to people's ability to reach goods, services and activities, which is the ultimate goal of most transport activity. Many factors affect accessibility, including mobility (physical movement), the quality and affordability of transport options, transport system connectivity, mobility substitutes, and land use patterns. Accessibility can be evaluated from various perspectives, including a particular group, mode, location or activity. Conventional planning often overlooks some of these factors and perspectives. Comprehensive accessibility-based transport planning expands the scope of potential solutions to transport problems.

HOW TO MAKE TRANSIT-ORIENTED DEVELOPMENT WORK / Tumlin, Jeffrey; Millard-Ball, Adam/Nelson-Nygaard Associates -- Chicago, IL: American Planning, 2003, 6 p. (Journal article)
Planning – Vol. 69, No. 5 (May 2003) p. 14-19
Available full text via the World Wide Web:
http://www.nelsonnygaard.com/articles/TOD.pdf
"Instead of branding anything that is built near transit a successful TOD, Dena Belzer and Gerald Autler of Strategic Economics, the principal authors of the paper, suggest that projects should be judged against specific desired outcomes: those outcomes include choice (for example, diverse housing and transportation); livability (less pollution per capita); and financial return (for instance, to developers and transit agencies). What can planners do to ensure that TODs actually achieve these outcomes?"

DESIGNING/PLANNING TOD – Cont'd

NEW TRANSIT TOWN: Best practices in transit-oriented development [TOD] /
Dittmar, Hank; Ohland, Gloria -- Washington, DC: Island Press, 2004, 246 p. (Book)
Available for purchase via the World Wide Web:
http://www.islandpress.com/books/detail.html/SKU/1-55963-117-1
As the first generation of transit-oriented development reaches adolescence, problems with the implementation of this lauded concept are cropping up. In a series of essays, planners, researchers, and economists review the lessons of the first generation and set the standards for the next. As transit-oriented development has struggled with entrenched lifestyles, unfriendly ordinances, and uncertain financing, its early pioneers have begun to identify best (and worst) practices. The scholars and practitioners featured in this book use examples from Arlington County, Virginia; Dallas, Texas; Atlanta, Georgia; San Jose, California; and San Diego, California, to elucidate those practices. They examine zoning, financing, and jurisdiction in an attempt to define transit-oriented development and harness its potential.

PEDESTRIAN AND TRANSIT-FRIENDLY DESIGN: A primer for smart growth /
Ewing, Reid/Smart Growth Network -- Washington, D.C: U.S. Environmental Protection Agency (EPA), 1999, 24 p.
Available full text via the World Wide Web:
http://www.epa.gov/livability/pdf/ptfd_primer.pdf
Urban design differs from planning in scale, orientation, and treatment of space. The scale of design is primarily that of the street, park, or transit stop, as opposed to the larger region, community, or activity center. The orientation of design is aesthetic, broadly defined. Design lies somewhere between art, whose object is beauty, and planning, whose object is functionality. The treatment of space in design is three-dimensional, with vertical elements as important as horizontal ones in designing street space, park space, and other urban spaces. This primer is based on Pedestrian- and Transit-Friendly Design, a manual prepared for the Florida Department of Transportation (FDOT) and the American Planning Association (APA).

TEN PRINCIPLES FOR SUCCESSFUL DEVELOPMENT AROUND TRANSIT /
Dunphy, Robert; Myerson, Deborah; Pawlukiewicz, Michael -- Washington, DC: Urban Land Institute, 2003, 23 p. (Book)
Available full text via the World Wide Web:
http://www.uli.org/AM/Template.cfm?Section=Policy_Papers1&section=Policy_Papers2&template=/CM/ContentDisplay.cfm&ContentFileID=14592
Also available for purchase via the World Wide Web:
http://www.uli.org/AM/Template.cfm?Section=Programs_and_Services&Template=Ecommerce/ProductDisplay.cfm&Productid=765
Illustrated with vivid color photographs, this booklet will help readers understand how to successfully implement development around transit centers, such as bus and rail stations. Written in a simple, straightforward style, the booklet includes the following topics: the vision, partnerships, understanding the needs of the developer, parking, creating a sense of place, mixing uses, price points, and taking advantage of changes in corporate culture.

DESIGNING/PLANNING TOD – Cont'd

TRANSIT ORIENTED DEVELOPMENT: Best practices handbook / Calgary, AB, Canada: City of Calgary, Land Use Planning & Policy, January 2004, 20 p.
Available full text via the World Wide Web:
http://www.calgary.ca/DocGallery/BU/planning/pdf/tod/tod_handbook.pdf
Transit Oriented Development (TOD) is a walkable, mixed use form of development focused around a transit station. Concentrating higher density development near the station makes transit convenient and encourages ridership. This Best Practices Handbook introduces the key planning principles behind successful TOD. It summarizes some of the current practices for designing and implementing transit oriented development. In this handbook, you will find information on the following: why plan for land use around transit stations?; where does TOD occur?; why is TOD important for Calgary?; what are the TOD "best practices"?; where is TOD being built?; how are cities implementing TOD?; and where can you find out more about TOD? This handbook is intended as an information resource for developers, builders, planners, urban designers, communities and the general public. Its purpose is to explain TOD, its characteristics, its benefits and its challenges.

"TRANSIT-ORIENTED DEVELOPMENT" (CHAPTER 25 A); "MID-RISE AND HIGH-RISE RESIDENTIAL DEVELOPMENT" (CHAPTER 26) in *RESIDENTIAL DESIGN GUIDELINES* / San Jose, CA: City of San Jose, Department of Planning, Building and Code Enforcement, 2007.
Available full text via the World Wide Web:
http://www.sanjoseca.gov/planning/design_guidelines/TOD%20guidelines%20FINAL.pdf
http://www.sanjoseca.gov/planning/design_guidelines/mid-%20and%20high-rise%20res%20guides%20FINAL.pdf
Two chapters added to the City of San Jose's Residential Design Guidelines have been scheduled for adoption at the September 11, 2007 city council meeting. The objectives of these two chapters are as follows: to discuss high-density residential transit-oriented development concepts and housing types not currently addressed in the existing Residential Design Guidelines; to create flexible guidelines that encourage eclectic development with a consistent level of quality; to clarify the relationship of these development types to the street and pedestrian circulation; and to encourage both developers and the community to work with the Planning Divisions, the Redevelopment Agency and other City departments during the planning and design phases of these types of development, particularly in the Downtown Core Area and within BART Station Area Nodes and Transit-oriented Development Corridors.

TRANSIT-ORIENTED DEVELOPMENT: Developing a strategy to measure success / Renne, John L.; Wells, Jan S. -- Washington, DC: National Cooperative Highway Research Program, February 2005, 31 p. (Research Digest 294)
Available full text via the World Wide Web:
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_294.pdf
This digest offers a strategy to systematically evaluate the potential success of transit-oriented development. The digest identifies and evaluates various indicators of the impacts of transit-oriented development, provides the results of a survey of transit-oriented development indicators, and identifies ten indicators that can be used to systematically monitor and measure impacts.

DESIGNING/PLANNING TOD – Cont'd

TRANSIT VILLAGES IN THE 21ST CENTURY / Bernick, Michael; Cervero, Robert -- New York, NY: McGraw-Hill, 1997, 387 p. (Book)
Available for purchase via the World Wide Web:
http://www.amazon.com/Transit-Villages-Century-Michael-Bernick/dp/0070054754
This book provides information on how to design efficient, environmentally friendly transit communities that hug metropolitan rail systems to reduce gridlock and spur growth. It shows how to handle everything from transportation and real estate development to zoning, site planning and master planning; and developing pedestrian access, mixed-use environments and diversified housing. The book provides detailed case studies of transit villages in the United States--including Pleasant Hill and Fruitvale in the San Francisco Bay area; Ballston and Bethesda in Washington, D.C.; the Mission Valley and Barrio Logan stations in San Diego--as well as transit villages abroad in Sweden, Singapore, and Tokyo.

URBAN DESIGN TO REDUCE AUTOMOBILE DEPENDENCE / Newman, Peter; Kenworthy, Jeffrey -- Oakland, CA: California Digital Library, 2006, 19 p. (Journal article)
Opolis – Vol. 2, No. 1 (Winter 2006) p. 35-52
Available full text via the World Wide Web:
http://repositories.cdlib.org/cgi/viewcontent.cgi?article=1013&context=cssd/opolis
A major goal of urban design, especially in centers, is to reduce automobile dependence in order to address issues of viability and sustainability. Long-term data from cities around the world appear to show that there is a fundamental threshold of urban intensity (residents and jobs) of around 35 per hectare where automobile dependence is significantly reduced. This article seeks to determine a theoretical base for what the data show. It suggests that below the threshold intensity of urban activity, the physical constraints of distance and time enforce car use as the norm. The basis of these physical constraints is outlined and the link between density and access to services that provide amenity is established, including the service levels of public transport. A design technique for viability of centers is suggested as well as how a city can restructure itself to overcome automobile dependence.

COST BURDEN OF HOUSING & TRANSPORTATION

DRIVEN TO SPEND: Pumping dollars out of our households and communities / Makarewicz, Carrie; McCarty, Kevin; Bernstein, Scott / Surface Transportation Policy Project (STPP) & Center for Neighborhood Technology -- Washington, DC: STPP, June 2005, 23 p.
Available full text via the World Wide Web:
http://www.transact.org/library/reports_pdfs/driven_to_spend/Driven_to_Spend_Report.pdf
Since at least 1984, according to the Bureau of Labor Statistics, transportation has been the number two expense for households, second only to housing. Transportation costs in 2003 claimed 19.1 percent of all household expenditures, the second highest level in a 20-year period. Importantly, this expenditure level predates more recent hikes in gas prices, suggesting that current and future transportation costs are headed even higher. As recently as the early 1960s, when the U.S. was already turning to the automobile for a greater share of all transportation trips, yet still had more compact communities and higher levels of public transit use and walking, families spent about one out of every ten dollars for transportation, as compared to nearly one out of every five dollars in 2003.

COST BURDEN OF HOUSING & TRANSPORT. – Cont'd

AFFORDABILITY INDEX: A new tool for measuring the true affordability of a housing choice / Center for Transit-Oriented Development; Center for Neighborhood Technology -- Washington, DC: Brookings Institution, Metropolitan Policy Program, 2006, 24 p. (Market Innovation Brief)
Available full text via the World Wide Web:
http://www3.brookings.edu/metro/umi/20060127_affindex.pdf
This brief describes a new information tool developed by the Urban Markets Initiative to quantify, for the first time, the impact of transportation costs on the affordability of housing choices. The first section provides a project overview and a short summary of the method used to create the Affordability Index. The next section highlights the results from testing the index in a seven-county area in and around Minneapolis-St. Paul, MN. To demonstrate the usefulness of this tool at a neighborhood level, the third section projects the effect of transportation and housing choices on three hypothetical low- and moderate-income families in each of four different neighborhoods in the Twin Cities. The brief concludes with suggested policy recommendations and applications of the new tool for various actors in the housing market, and for regulators, planners and funders in the transportation and land use arenas at all levels of government.

A HEAVY LOAD: The combined housing and transportation burdens of working families / Lipman, Barbara J. -- Washington, DC: Center for Housing Policy, October 2006, 21 p.
Available full text via the World Wide Web:
http://www.nhc.org/pdf/pub_heavy_load_10_06.pdf
Low- to moderate-income working families are finding that as they move further from work to afford housing, they end up spending as much, or more, on transportation costs than they are saving on housing, according to this new study of 28 major metropolitan areas. The study, conducted by the Center for Housing Policy, also found that the combined burden of transportation and housing costs for working families was remarkably constant across all the metropolitan areas studied at an average of 57 percent of annual income. "Working families are increasingly moving further from their jobs to find affordable housing. Yet, we found that many of these families end up spending more on transportation costs than they save on housing," said Jeffrey Lubell, executive director of the Center for Housing Policy. "Ultimately, these findings emphasize the importance of coordinating the development of housing and transportation policy, as well as expanding the supply of affordable housing close to both central city and suburban job centers, improving public transit in areas with lower housing costs and reducing the costs of commuting by car for working families."

TRANSPORTATION AND HOUSING / Surface Transportation Policy Project (STPP) -- Washington, DC: STPP, 1 p. (Fact sheet)
Available full text via the World Wide Web:
http://www.transact.org/library/factsheets/housing.asp
The transportation infrastructure in the United States, planned around automobile use, has both fostered a reliance on the automobile and encouraged sprawling development. This, in turn, has made automobile ownership unavoidable for many households, where it becomes an economic burden, standing in the way of wealth creation and home ownership for many low- and middle-income households.

COST BURDEN OF HOUSING & TRANSPORT. – Cont'd

TRANSPORTATION COSTS AND THE AMERICAN DREAM: Why a lack of transportation choices strains the family budget and hinders home ownership / Surface Transportation Policy Project (STPP) -- Washington, DC: STPP, July 2003, 5 p.
Available full text via the World Wide Web:
http://www.transact.org/library/decoder/american_dream.pdf
Family expenditures on transportation have grown dramatically – particularly since 1935, as land use patterns have become more sprawling and transportation choices have become fewer – to the point where they are now the second highest expense category. Shifting government priorities to increase public investment in transit and improve existing assets to better accommodate more transportation choices can greatly reduce the household costs of transportation. As Congress debates the reauthorization of the federal transportation funding bill, TEA-21, it should provide robust levels of guaranteed transit funding and support for other transportation choices. This is more than just good transportation policy, it's good fiscal policy, helping American families save hard-earned money during tight economic times.

LAND USE/LAND PLANNING

COUNTERING SPRAWL WITH TRANSIT-ORIENTED DEVELOPMENT (TOD) / Belzer, Dena; Autler, Gerald -- Dallas, TX: National Academy of Engineering, University of Texas at Dallas, 2002, [8] p. (Journal article)
Issues in Science & Technology – Vol. 19, No. 1 (Fall 2002) p. 51-58
Available full text via the World Wide Web:
http://www.nap.edu/issues/19.1/belzer.htm
Despite some encouraging trends, there is still a need for concerted policy efforts to reshape land use patterns at the regional, local, and neighborhood scales; to expand transportation choices; and most of all, to better integrate transportation and development. The need to promote such integration is driving growing interest in transit-oriented development (TOD), which focuses on better connecting transit systems physically and functionally with the surrounding development. Effective TOD can help foster more efficient land use patterns and create a more balanced set of transportation choices in which automobiles coexist alongside other options. However, a look at some existing projects that purport to be transit-oriented shows that although many have been quick to embrace the term, most have fallen short of the concept's full potential. A clearer vision of exactly what TOD is meant to accomplish, coupled with a new approach to development, are necessary if TOD is to maximize its contribution to our social, economic, and environmental health.

LAND USE IMPACTS ON TRANSPORT: How land use factors affect travel behavior / Litman, Todd -- Victoria, BC, Canada: Victoria Transport Policy Institute, 2007, 53 p.
Available full text via the World Wide Web:
http://www.vtpi.org/landtravel.pdf
This paper examines how various land use factors such as density, regional accessibility, mix and roadway connectivity affect travel behavior, including per capita vehicle travel, mode split and nonmotorized travel. This information is useful for evaluating the ability of land use policies such as Smart Growth, New Urbanism and Access Management to help achieve transport planning objectives.

LAND USE/LAND PLANNING – Cont'd

IT TAKES A TRANSIT VILLAGE: How better planning can save the Bay Area billions of dollars and ease the housing shortage / Katz, Andy, et al. -- Oakland, CA: Transportation and Land Use Coalition (TALC), 2004, 41 p.
Available full text via the World Wide Web:
http://www.transcoalition.org/reports/it_takes_transit_village.pdf
The Bay Area faces two worsening crises: a shortage of housing that middle- and lower income families can afford, and an incredibly strained transportation system. The bulk of new housing is built beyond the edges of existing cities, destroying valuable open space. These far-flung subdivisions are too spread out to support transit service, so they add traffic to the region's already congested freeways. Meanwhile, land around transit stations, which is best suited for mixed-use housing and office space, is instead frequently developed with big-box retail and fast-food drive-ins. Transit ridership suffers, requiring taxpayers to contribute unnecessarily high transit subsidies, and the roads get little relief. To protect the Bay Area's taxpayers and quality of life, it is time to forge a closer link between transportation investments and land use decisions. This report reviews some recent research on the effects of community design and land use on transit ridership.

SMART COMMUNITIES: Zoning for transit-oriented development / Morris, Marya -- Chicago, IL: Campaign for Sensible Growth, 2002, 8 p.
Ideas@work – Vol. 2, No. 4 (November 2002): 1-8
Available full text via the World Wide Web:
http://www.growingsensibly.org/cmapdfs/i@wv2n4.pdf
Ideas@work is a series developed by the Campaign for Sensible Growth to showcase innovative solutions and best practices, particularly at the local level. In this particular issue, the author, a Senior Research Associate at the American Planning Association, discusses zoning for transit oriented development. She writes that "communities are using zoning to generate more compact, higher-density development around transit stations to meet the mutually supportive goals of enhancing neighborhood livability, reducing automobile dependence and supporting transit through development. This can be accomplished through a range of zoning techniques, including transit- and pedestrian-friendly site design, increased residential and commercial densities, a mix of land uses, and modified parking requirements" (p. 3).

ZONED OUT: regulation, markets, and choices in transportation and metropolitan land-use / Levine, Jonathan -- Washington, DC: Resources for the Future Press, 2006, 223 p.
Available for purchase via the World Wide Web:
http://www.rff.org/rff/RFF_Press/CustomBookPages/Zoned-Out.cfm
Planners often use regulatory tools to foster dense, walkable, transit-friendly development on the assumption that the market is incapable of providing such neighborhoods on its own. Levine questions this assumption and others that guide the way our communities are zoned. He suggests that existing zoning spawns sprawl and restricts the housing choices of Americans—and that a freer market would lead to more compact development. He also offers suggestions for policy reform.

LAND USE/LAND PLANNING – Cont'd

IMPLEMENTING TRANSPORTATION-EFFICIENT DEVELOPMENT: a local overview, phase 1 of integrating land use and transportation investment decision-making / Kavage, Sarah, et al. -- Olympia, WA: Washington State Department of Transportation, June 2002, 122 p.
Available full text via the World Wide Web:
http://www.wsdot.wa.gov/research/reports/fullreports/549.1.pdf
To study implementation of transportation-efficient development, relationships between local regulations and approved project proposals were examined in 19 study areas along two major state highway corridors in the central Puget Sound region in Washington State. Within each study area, local planners filled out a survey that was used to inventory local land-use regulations. Development proposals within each study area were evaluated to document implementation. Interviews with local planners supplemented the survey responses and provided more detail on the types of programs, incentives, and other actions and processes used to encourage transportation-efficient development. Findings highlighted the importance of local land-use regulation in implementing transportation-efficient development. Largely, study areas that had zoned for transportation-efficient development were able to implement it, while those that did not have regulations in place that required of continued development did not have as much success in implementation. As a basic tool for guiding development, regulations work. In addition to regulations, a variety of other actions had been used to implement transportation-efficient development in the study areas.

LAND USE AND SITE DESIGN: Traveler response to transportation system changes / Kuzmyak, J. Richard, et al.; Pratt, Richard H., Douglas, G. Bruce, et al. -- Washington, DC: Transportation Research Board (TRB), Transit Cooperative Research Program (TCRP), 2003, 146 p. (TCRP Report 95: Chapter 15)
Available full text via the World Wide Web:
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_95c15.pdf
While transportation is a long-acknowledged factor in shaping cities and determining land development potential, as the result of enhanced accessibility, the reciprocal impact of land use decisions on transportation outcomes has only gradually achieved recognition. It is these reciprocal impacts, of interest in treating land use or site design options as "transportation" strategies, that provide the impetus for this chapter. Presented here is information on the relationships between land use/site design and travel behavior, drawn primarily from research studies that have attempted to measure and explain the effects.

THE ZONING AND REAL ESTATE IMPLICATIONS OF TRANSIT-ORIENTED DEVELOPMENT / White, S. Mark/Transportation Research Board (TRB) -- Washington, DC: Transit Cooperative Research Program (TCRP), 1999, 51 p. (no. LRD-12)
Available for purchase via the World Wide Web:
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_lrd_12.pdf
The report provides information on legal and other issues associated with transit-oriented development. The report is organized as follows: (1) Introduction; (2) Elements of Transit-Oriented Development Policies; (3) Legal Basis for Transit-Oriented Development; (4) Conclusion; Appendix A - Survey Questions; Appendix B - Techniques Used by Survey Respondents to Encourage TOD; and Appendix C - Survey Participants Engaged in Joint Development Projects.

LAND USE/LAND PLANNING – Cont'd

STRATEGIES AND TOOLS TO IMPLEMENT TRANSPORTATION-EFFICIENT DEVELOPMENT: a reference manual, phase 2 of integrating land use and transportation investment decision-making / Vernez-Moudon, Anne, et al. -- Olympia, WA: Washington State Department of Transportation, September 2003, 141 p.
Available full text via the World Wide Web:
http://depts.washington.edu/trac/bulkdisk/pdf/574.1.pdf
This Reference Manual addresses land use and development practices that support and improve the efficiency and effectiveness of associated transportation systems. It references strategies and tools used to foster transportation-efficient land-use patterns. The Manual documents state-of-the-art best practices at the national level, in addition to practices that are specific to Washington State and the Puget Sound region. The Manual is in two parts: regulatory strategies and tools and financial strategies and tools. The strategies (six regulatory and four financial) relate to the planning and policy-making environment shaping land use – those general approaches and related policies used to plan transportation-efficient land use and development. Each strategy in turn contains a number of tools, the specific mechanisms used to guide the implementation of the strategies. Detailed explanations of how the tools have functioned or can work are provided, along with examples of specific applications and case studies to illustrate the scope and extent of the tools' effectiveness.

TRANSIT ORIENTED DEVELOPMENT: Traveler response to transportation system changes / Evans, John E.; Pratt, Richard H., et al. -- Washington, DC: Transportation Research Board (TRB), Transit Cooperative Research Program (TCRP), 2007, 147 p. (TCRP 95: Chapter 17)
Available full text via the World Wide Web:
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_95c17.pdf
Transit oriented development (TOD) generally refers to higher-density development, with pedestrian priority, located within easy walking distance of a major public transit station or stop(s). TODs are viewed as offering the potential to boost transit ridership, increase walking activity, mitigate sprawl, accommodate growth, and create interesting places. This chapter focuses on the TOD land use strategy and its transportation impacts, organized along three dimensions that significantly characterize TODs: regional context, land use mix, and primary transit mode. New as well as synthesized research is presented, including suggested "TOD Index" indicators to describe development project "TOD-ness." This chapter is complementary with Chapter 15, "Land Use and Site Design," and Chapter 16, "Pedestrian and Bicycle Facilities."

MIXED INCOME & TOD

TOOLS FOR MIXED-INCOME TOD / Shoemaker, Douglas -- Oakland, CA: Reconnecting America's Center for Transit-Oriented Development, August 2006, 22 p.
Available full text through Reconnecting America's web site:
http://www.reconnectingamerica.org/public/reports
This paper describes and evaluates tools and strategies that are being used to create mixed-income and affordable housing near transit in regions around the U.S. The first half of the paper explains how these various strategies are being used and the limitations and successes of each, and the second half discusses best practices and provides examples of each.

MIXED INCOME & TOD – Cont'd

MOVING THE MOVEMENT: TRANSPORTATION JUSTICE: 50 years after the Montgomery bus boycott / Oakland, CA: Urban Habitat, 2006, 80 p.
Race, Poverty, and the Environment - Vol. 12, No.1 (Winter 2005/06)
Available for purchase via the World Wide Web:
http://urbanhabitat.org/moving
In this issue of Urban Habitat's Journal, *Race, Poverty, and the Environment*, various articles on transportation oriented development are included. The issue "presents an analysis of transportation equity that can help build the movement for civil rights and environmental justice. Featuring contributions from leading practitioners in the field and a cross-section of voices from the grassroots, it reveals a transportation and land use system that harms urban quality of life; damages the planetary environment; promotes wars for resource domination; and supports racism and class-based segregation. Published on the 50th Anniversary of the Montgomery Bus Boycott, this issue also draws on historical victories in transportation equity -- such as the initial desegregation of public transit -- to help identify the pressure points in the system which present opportunities for progress. In every urban center in the country there are organizations challenging unequal access to transportation, coalitions fighting the burdens which international goods movement places on poor communities, and groups struggling for systemic reforms."

PRESERVING AND PROMOTING DIVERSE TRANSIT-ORIENTED NEIGHBORHOODS / Belzer, Dena; Bernstein, Scott, et al. -- Oakland, CA: Reconnecting America's Center for Transit-Oriented Development, October 2006, 76 p.
Available full text through Reconnecting America's web site:
http://www.reconnectingamerica.org/public/reports
More and more residents, of all incomes, ages, and races, want to not only use transit, they want to live near it as well. As demand for housing near this increasingly valuable piece of public infrastructure increases, how will its benefits be shared among diverse users? Will it give people more or fewer choices, and will those choices be broadly shared? What will these neighborhoods around transit look like in 25 years and what kinds of housing choices will be available? Will transit revert from being the lifeblood of those who need it the most to a mere perk of urban life for those who use it occasionally? Or could it become again what it once was, the glue that holds together the multiple facets — the diverse faces — of urban America? To answer these questions, this report attempts to understand who lives near transit today and who is expected to live there in 25 years. This report also tries to lend a sense of urgency to a dialogue between those who want to ensure high-quality transit service, and those who want to ensure high-quality neighborhoods -- two sets of actors who have much at stake but do not often connect. This dialogue needs to be about how to use the increasingly hot market for housing near transit to serve the interests of many grassroots and community development groups working to build diverse, inclusive, opportunity-rich neighborhoods, and in the process increase support for transit systems around the country.

MIXED INCOME & TOD – Cont'd

TRANSIT-ORIENTED FOR ALL: The case for mixed-income transit-oriented communities in the Bay Area / Great Communities Collaborative -- Berkeley, CA: University of California, Berkeley; Inst. of Urban & Regional Development, 2007, 47 p.
Available full text via the World Wide Web:
http://www-iurd.ced.berkeley.edu/archive/cci/publications/GCCFramingPaper_FINAL.pdf
Executive summary available at:
http://www-iurd.ced.berkeley.edu/cci/publications/GCC_ExecSummary.pdf
This paper articulates the rationale for expanding mixed-income transit-oriented development across the Bay Area region. With considerable new regional investments in transit planned for the coming decade, now is a particularly ripe moment to plan for more supportive land uses and to maximize opportunities for housing for a full range of income levels in areas with easy access to transit. Regional investments in transit have the potential to help alleviate housing affordability pressures, provide wider access to jobs and address mounting traffic congestion. But much hinges on the kind of development, and the affordability of housing, that grows up around new and future transit stations. This paper summarizes the case for mixed-income TOD in the Bay Area, and outlines factors to consider for achieving sustainable mixed-income TOD in multiple contexts.

PARKING

PARKING CASH OUT: Implementing commuter benefits as one of the nation's best workplaces for commuters / Environmental Protection Agency (EPA), Office of Air and Radiation -- Washington, DC: EPA, March 2005, 19 p.
Available full text via the World Wide Web:
http://www.lgc.org/events1/docs/parking2007/parkingcash.pdf
This document is one in a series of briefing papers designed to help employers implement commuter benefits to achieve the "Best Workplaces for Commuters" designation. The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) have established a voluntary National Standard of Excellence for employer-provided commuter benefits. Commuter benefits help American workers get to and from work in ways that cut air pollution and global warming pollution, improve public health, improve employee recruiting and retention, improve employee job satisfaction, and reduce expenses and taxes for employers and employees.

PUTTING ON THEIR PARKING CAPS / Millard-Ball, Adam -- Chicago, IL: American Planning Association (APA), 2002, 6 p.
Also available for purchase via the World Wide Web:
http://www.planning.org/planning/nonmember/previouseditions.htm
Planning -- Vol. 68, No. 4 (April 2002) p. 16 - 21
"Affordable housing, transit-oriented development, smart growth, better water quality, reduced congestion, and more walkable, livable communities….The connection? All are issues that planners are seeking to tackle through planning policy, by limiting the number of spaces that may be provided as part of new development. Parking is no exception to the rule that you can have too much of a good thing. The past few years have seen cities such as Eugene, Oregon, Cambridge, Massachusetts, and Gainesville, Florida adopt limits on parking" - (p. 16).

PARKING – Cont'd

PARKING SPACES-COMMUNITY PLACES: Finding the balance through smart growth solutions / Washington, DC: Environmental Protection Agency (EPA); Development, Community, and Environment Division, 2006, 70 p. (EPA 231-K-06-001)
Available full text via the World Wide Web:
http://www.epa.gov/dced/pdf/EPAParkingSpaces06.pdf
In cities and counties across the country, inflexible minimum parking requirements are the norm -- but they represent a barrier to better development, including redevelopment of vacant city land and contaminated sites. EPA developed this guide for local government officials, planners, and developers in order to: demonstrate the significance of parking decisions in development patterns; illustrate the environmental, financial, and social impact of parking policies; describe strategies for balancing parking with other community goals; and provide case studies of places that are successfully using these strategies. The policies described in this report can help communities explore new, flexible parking policies that can encourage growth and balance their parking needs with their other goals.

PARKING AND TOD (SPECIAL REPORT): Challenges and opportunities / Boroski, John; Faulkner, Topaz; Arrington, G.B./Business, Transportation and Housing Agency, California Dept. of Transportation (Caltrans) -- Sacramento, CA: Caltrans, 2002, 59 p.
Available full text via the World Wide Web:
http://www.drcog.org/documents/Parking%20and%20TOD.pdf
This special report, part of the California Department of Transportation's *Statewide Transit-Oriented Development (TOD) Study*, is intended to provide information to local jurisdictions, transit agencies, developers, financial institutions, and others as they develop and implement parking standards and programs for transit-oriented developments (TODs) in California. It provides an overview of available information regarding the extent to which parking for various types of land uses may be reduced in the vicinity of major transit stations. The research summarized in this special report indicates that TOD can potentially reduce parking per household by approximately 20%, compared to non transit-oriented land uses. A wide range of parking reductions (from 12% to 60%) has also been found for commercial parking in TODs.

PARKING MANAGEMENT AND SUPPLY: Traveler response to transportation system changes / Kuzmyak, J. Richard, et al. -- Washington, DC: Transportation Research Board (TRB), Transit Cooperative Research Program (TCRP), 2003, 98 p. (TCRP Report 95: Chapter 18)
Available full text via the World Wide Web:
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_95c18.pdf
The location, supply, and pricing of parking influences development opportunities, property values, and urban form. Parking plays a key role in land use accessibility and the economy of major centers. Parking availability is of significant importance to travelers making travel decisions. It affects such diverse travel decisions as mode choice, trip destination choice, and trip frequency. This "Parking Management and Supply" chapter presents information on how travelers respond to differences in the supply and availability of vehicle parking, including changes that might occur as a result of shifting land-use patterns, changes in regulatory policy, or attempts to "manage" the supply of parking. Information on "normal" baseline parking characteristics is also provided.

PARKING – Cont'd

PARKING POLICY FOR TRANSIT-ORIENTED DEVELOPMENT: Lessons for cities, transit agencies, and developers / Wilson, Richard/California State Polytechnic University, Pomona -- Denver, CO: Denver Regional Council of Government, 16 p. (Journal article)
Journal of Public Transportation – Vol. 8, No. 5 (2005) p. 79-94
Available full text via the World Wide Web:
http://www.drcog.org/documents/Parking%20Policies%20for%20Transit-Oriented%20Development.pdf
Parking policy is an important element of transit-oriented development (TOD). It shapes travel behavior, community design, and development economics; it can improve the performance of both rail transit and TOD. This article is based on the study of residential TODs, office TODs, and joint development of transit agency station parking in California. The research includes surveys of travel behavior, station area characteristics, parking supply, interviews with real estate developers, and studies of replacement parking issues at joint development sites. Research results show that TOD parking supply and pricing policy seldom are structured to support transit ridership goals. Policy recommendations for improving parking policy for TODs are offered to transit agencies, cities, and developers.

RETHINKING RESIDENTIAL PARKING: Myths and facts / Non-Profit Housing Association of Northern California (NPH) -- San Francisco, CA: NPH, 2001, 10 p.
Available full text via the World Wide Web:
http://www.nonprofithousing.org/actioncenter/toolbox/parking/mythsandfacts.pdf
The amount of parking at a residential development, particularly affordable housing developments is often a controversial issue. Concerned about the impact of new residents, local officials, planners, traffic engineers sometimes require or request building more parking than may be required. Most of the concerns about parking are related to the issue of new traffic or congestion on-street parking. However, many of the preconceived notions about the need for parking in housing developments are contradicted by a significant amount of research and facts. And, in practice, these preconceived notions often create results that exacerbate the underlying concerns. For an individual development, excess parking drives up the cost of the housing and reduces the potential for other amenities like open space and child care facilities. On a larger scale, all of this excess parking wastes public investments in transit, consumes open space, contributes to traffic congestion, and even encourages more car ownership.

SHARED PARKING, 2nd ed. / Smith, Sharon S. -- Washington, DC: Urban Land Institute, 2005, 157 p. (Book)
Available for purchase via the World Wide Web:
http://www.uli.org/AM/Template.cfm?Section=Bookstore&Template=Ecommerce/ProductDisplay.cfm&Productid=1416
This book discusses how to accurately estimate parking requirements for a mixed-use setting where parking is shared. Based on widely accepted methodology, the book includes new parking ratios that take into account trends in visits to restaurants and cineplexes, and shopping and office trips. A thorough discussion of the methodology, findings, and derivation of these values provides a solid foundation for the validity of shared parking and the number of spaces recommended for various land use mixes. The book includes case studies of notable projects that implemented shared parking and a discussion of the design, operation, and management of shared parking.

PARKING – Cont'd

HOUSING SHORTAGE / PARKING SURPLUS: Silicon Valley's opportunity to address housing needs and transportation problems with innovative parking policies / Cohen, Stuart; Strickland, Kimberly/Transportation and Land Use Coalition (TALC) -- Oakland, CA: TALC, July 2002, 44 p.
Available full text via the World Wide Web
http://www.transcoalition.org/reports/housing_shortage_parking_surplus.pdf
This report examines solutions to Silicon Valley's housing crisis and transportation problems from a new perspective - parking. The report shows that if we rethink our approach to, and assumptions about, parking, we can free up land to yield more than 15,900 much-needed housing units. Santa Clara County alone will need approximately 177,000 new housing units by 2025 just to keep up with projected job growth, but current land-use and housing policies are expected to leave the county more than 48,000 units short. This report shows how two strategies – reducing parking requirements where justified and promoting infill housing on underutilized parking lots - can greatly reduce this anticipated shortage. In addition, these strategies can capitalize on our investments in light rail and other transit services, turning the under-utilized portions of some parking lots into vibrant, attractive developments that are an asset to the community.

REFORMING PARKING POLICIES TO SUPPORT SMART GROWTH: Toolbox/handbook: parking best practices & strategies for supporting transit oriented development / Wilbur Smith Associates -- Oakland, CA: Metropolitan Transportation Commission, 2007, 24 p.
Available full text via the World Wide Web:
http://www.mtc.ca.gov/planning/smart_growth/parking_study/April07/Toolbox_draft_041907.pdf
This report is intended to serve as a guide or a handbook for communities interested in planning and implementing parking policies and programs that are supportive of Smart Growth and Transit Oriented Development (TOD). The focus is on downtowns, neighborhoods, and transit station areas in which a major investment has been made to provide regional and local transit accessibility. In order to maximize the value of that investment and to discourage the solo use of the automobile for travel, this report will assist communities in identifying the TOD supportive parking policies and improvements that are best suited to their individual characteristics.

PUBLIC TRANSIT

BUS RAPID TRANSIT PRACTITIONER'S GUIDE / Kittelson & Associates, Inc., et al. -- Washington, DC: Transportation Research Board (TRB), Transit Cooperative Research Program (TCRP), 2007, 255 p. (TCRP Report 118: Chapter 15)
Available full text via the World Wide Web:
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_118.pdf
Appendixes available at:
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_webdoc_39.pdf
This guide shows transportation professionals how to identify and assess the costs and impacts of the various features that make up a bus rapid transit (BRT) system. It covers running ways, stations, vehicles, service plans, intelligent transportation systems (ITS) applications, fare collection, and branding. It complements *TCRP Report 90: Bus Rapid Transit* and the FTA document *Characteristics of Bus Rapid Transit for Decision-Making*.

PUBLIC TRANSIT – Cont'd

BUS RAPID TRANSIT: A handbook for partners / Sacramento, CA: Calif. Department of Transportation (CalTrans), February 2007, 45 p.
Available full text via the World Wide Web:
http://www.dot.ca.gov/hq/MassTrans/DOCS_PDFS/BRT/BRT_Handbook_0307.pdf
This document describes the policy and role of the California Department of Transportation (Caltrans) to support the development of Bus Rapid Transit (BRT) projects and technology and, in that context, to strengthen partnerships, expedite project deliver y, and improve the performance of California's transportation system. It also presents an overview of BRT and distinguishes it from traditional bus services.

LIGHT RAIL AND THE AMERICAN CITY: State-of-the-practice for transit-oriented development / Arrington, G.B. -- Denver, CO: Denver Regional Council of Government, 2004, 62 p.
Available full text via the World Wide Web:
http://www.drcog.org/documents/LRT%20and%20TOD.pdf
Over the past two decades a growing number of communities have married light rail transit (LRT) and transit-oriented development (TOD) as part of an integrated strategy to revitalize American cities. Along the way LRT has evolved to become both a people-moving and a community-building strategy. The FTA has come to recognize that link in elevating land use as an important consideration for New Starts recommendations. With the competition for federal funding at an all time high, land use can make a difference in which projects are recommended for federal funding. Yet transit-adjacent, not transit-oriented, development remains the norm in most communities.

RAIL TRANSIT IN AMERICA: A comprehensive evaluation of benefits / Litman, Todd -- Victoria, BC, Canada: Victoria Transport Policy Institute, October 2004, 51 p.
Available full text via the World Wide Web:
http://www.apta.com/research/info/online/documents/rail_transit.pdf
This study evaluates rail transit benefits based on a comprehensive analysis of transportation system performance in major U.S. cities. It finds that cities with large, well-established rail systems have significantly higher per capita transit ridership, lower average per capita vehicle ownership and annual mileage, less traffic congestion, lower traffic death rates, lower consumer expenditures on transportation, and higher transit service cost recovery than otherwise comparable cities with less or no rail transit service. This indicates that rail transit systems provide economic, social and environmental benefits, and these benefits tend to increase as a system expands and matures. This report discusses best practices for evaluating transit benefits.

SMART TRANSPORTATION INVESTMENTS: Reevaluating the role of public transit for improving urban transportation / Litman, Todd -- Victoria, BC, Canada: Victoria Policy Institute, September 2006, 13 p.
Available full text via the World Wide Web:
http://www.vtpi.org/cong_reliefII.pdf
This report investigates the role that public transit can play in reducing traffic congestion and achieving other transportation improvement objectives. It evaluates criticism that urban transit investments are ineffective at reducing traffic congestion and wasteful. This is a companion to the report, *Smart Transportation Investments: Reevaluating The Role Of Highway Expansion For Improving Urban Transportation.*

PUBLIC TRANSIT – Cont'd

THE BENEFITS OF PUBLIC TRANSPORTATION: An overview / American Public Transportation Association (APTA) -- Washington, DC: APTA, 2002, 16 p.
Available full text via the World Wide Web:
http://www.apta.com/research/info/online/documents/ben_overview.pdf
This report provides an overview of the benefits public transportation brings to America. Public transportation is taking on an increasingly important role in America's multimodal transportation network. Its broad reach extends to all of America's communities, large and small, and all of Americans' diverse lifestyles, providing freedom and mobility for citizens across the country. It also supports the country's critical national goals and policies, including helping to conserve energy resources, thereby decreasing the dependence on foreign oil. The rebirth of public transportation is a critically important part of America's future, providing more capacity, creating more choices and helping address the needs of a growing and changing population. These myriad benefits of public transportation provide a powerful rationale for investing in the future upgrade and expansion of the nation's public transportation network.

WATERFRONT DEVELOPMENT TO SUPPORT FERRY SERVICES / Design, Community & Environment; Nelson-Nygaard Consulting Associates -- Oakland, CA: Metropolitan Transportation Commission (MTC), July 2006, 98 p.
Available full text via the World Wide Web:
http://www.mtc.ca.gov/planning/smart_growth/tod/MTC_FerryTOD_FINAL.pdf
This discussion paper looks at the potential for transit-oriented development (TOD) around ferry terminals. It has been drafted on behalf of the Metropolitan Transportation Commission (MTC) to further evaluate and implement the Commission's transit-oriented development policy at ferry terminals in the San Francisco Bay Area. Specifically, this paper assesses MTC's corridor-level thresholds that quantify appropriate minimum levels of development around ferry terminals in new ferry "corridors."

SMART GROWTH

ASSESSMENT OF LOCAL MODELS AND TOOLS FOR ANALYZING SMART-GROWTH STRATEGIES: Final report / DKS Associates, et al. -- Sacramento, CA: Calif. Department of Transportation (CalTrans), July 2007, 196 p.
Available full text via the World Wide Web:
http://www.dot.ca.gov/hq/research/researchreports/reports/2007/local_models_tools.pdf
To support the consideration of smart-growth strategies, CalTrans funded this research to explore whether there are adequate travel-forecasting tools available to local jurisdictions to use in evaluating the potential vehicle trip reducing potential of smart-growth strategies. The specific objectives of this study were as follows: to review the general adequacy of conventional travel demand models used at the local level for sensitivity to smart-growth strategies; to identify methods or tools that are available for use by cities and counties to add sensitivity for analyzing smart-growth strategies; to review the current state-of-the-practice in travel-forecasting practice by local jurisdictions in California; to produce recommendations for travel-forecasting practice to enhance smart-growth sensitivity; and to recommend additional research, development and training activities to improve the state-of-the-practice for travel forecasting for local land-use planning.

SMART GROWTH – Cont'd

BEST AND WORST DEVELOPMENTS OF THE BAY AREA: Nine counties, eighteen projects, and a platform for livable communities / Hiatt, Rachel; Widmann, Josh/ Transportation and Land Use Coalition (TALC) -- Oakland, CA: TALC, 2006, 25 p.
Available full text via the World Wide Web:
http://www.transcoalition.org/reports/best_worst.pdf
To make its ideas about Smart Growth more tangible, TALC members reviewed projects, and highlighted positive developments, that help meet Smart Growth goals. A development meeting TALC's Smart Growth goals would: revitalize existing developed areas without displacing local residents; create livable communities with housing near jobs, recreation, transit, and services; provide real transportation choices; preserve open space; and address the affordable housing shortage. The best growth in each county highlights those projects that support these principles. Because of the dire housing shortfall in the Bay Area, all of the best for this year either contain, or are exclusively, housing. TALC members felt that despite the growing number of good developments, poorly planned growth is still the norm, and its negative impact needs to be highlighted.

THE DENSITY DILEMMA: Appeal and obstacles for compact and transit-oriented development [TOD] / Flint, Anthony -- Cambridge, MA: Lincoln Institute of Land Policy, 2005, [36] p. (Lincoln Institute of Land Policy - Working paper no. WP05AF1)
Available full text via the World Wide Web:
http://lincolninst.edu/pubs/dl/1053_Flintcompressed.pdf
Successful developments provide access to transit and amenities within walking distance, but also parking, because few residents are willing to part company with their cars. Compact, transit-oriented development tends to be expensive, requiring affirmative programs to include lower-income residents. And even when some consumers prefer density, established neighborhoods resist such projects, concerned about congestion, property values and strains on municipal finances and services, primarily schools, which could lead to higher taxes. An investigation of compact and transit-oriented development in Texas, California, Oregon, Maryland and Massachusetts reveals evolving attitudes about density and the importance of physical design, functionality, community relations and public perception, all of which suggests serious challenges ahead for density in America.

GETTING TO SMART GROWTH II: 100 more policies for implementation / Smart Growth Network, et al. -- Washington, DC: Smart Growth Network, 2003, 122 p.
Available full text via the World Wide Web:
http://www.smartgrowth.org/pdf/gettosg2.pdf
Like its predecessor, *Getting to Smart Growth II* shows that a wide variety of smart growth tools, policies, and approaches are available to create more livable communities. Each community has its own unique set of challenges, and smart growth demands a flexible response. Volumes I and II offer a menu of options that can be mixed and matched to fit local circumstances, local visions, and local values. There are some key differences between the two volumes. First and foremost, *Getting to Smart Growth II* presents all new policies. And, while it contains many actions for the public sector, it expands on our previous effort by also highlighting steps that the private sector can take to promote more livable communities. This volume discusses individual programs and emphasizes case studies to show where the various policies, programs, and projects have been successfully implemented.

SMART GROWTH – Cont'd

SMART GROWTH IN THE SAN FRANCISCO BAY AREA: Effective local approaches / Binger, Gary, et al. -- San Francisco, CA: San Francisco District Council of the Urban Land Institute, 2003, 100 p.
Available full text via the World Wide Web:
http://www.ulisf.org/docManager/1000000351/Smart_Growth.pdf
This report reviews recent smart growth practices that could have the greatest impact and potential for success in the Bay Area. It identifies common characteristics of key local techniques, and describes how they have already been used to promote more sustainable and livable communities in the Bay Area. Included are techniques that have a specific area focus, as well as those applicable at a community-wide and region-wide scale. The report is intended as a tool for local communities struggling with the challenges of housing provision and affordability, traffic congestion, community opposition to more sustainable growth patterns, preservation of critical open space, redevelopment of underused sites, infrastructure financing, and maintaining strong economies.

STREET CONNECTIVITY

COMPLETE THE STREETS / Washington, DC: National Complete Streets Coalition, 2005, 4 p. (Brochure)
Available full text via the World Wide Web:
http://www.completestreets.org/brochure.html
The streets of our cities and towns ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. But too many of our streets are designed only for speeding cars, or worse, creeping traffic jams. They're unsafe for people on foot or bike — and unpleasant for everybody. Now, in communities across the country, a movement is growing to complete the streets. States, cities and towns are asking their planners, engineers and designers to build road networks that welcome all citizens.

COMPLETE THE STREETS! / McCann, Barbara -- Chicago, IL: American Planning Association (APA), 2005, 7 p. (Journal article)
Planning – Vol. 71, No. 5 (May 2005) p. 18-23
Available full text via the World Wide Web:
http://www.completestreets.org/g-completestreetsPlanningmag.pdf
A complete street is defined as a street that works for motorists, for bus riders, for bicyclists, and for pedestrians, including people with disabilities. A complete streets policy is aimed at producing roads that are safe and convenient for all users. Complete streets are not limited to a few designated corridors. Many communities have launched main street initiatives, adopted bicycle plans, or undertaken special planning processes for nonmotorized travel in specific places. In contrast, complete streets policies strive for diversity on just about every thoroughfare. And the process of creating complete streets is leading planners and engineers across the country to approach street design in fundamentally new ways.

STREET CONNECTIVITY – Cont'd

MAKING THE CONNECTION / Twaddell, Hannah -- Burlington, VT: Planning Commissioners Journal (PCJ), 2005, [2] p. (Journal article)
Planning Commissioners Journal – Vol. 58 (Spring 2005)
Available for purchase via the World Wide Web:
http://www.plannersweb.com/wfiles/w216.html
Regardless of their size, communities can realize three major benefits from better connectivity: shorter trips; a wider variety of travel choices; and more cost-effective public services and infrastructure. Creating more direct connections shortens travel time, which effectively brings people closer to their destinations. With more available connections, community residents can get to schools, shopping centers, and other spots that may have simply been off their radar before -- not because these places were too far away, but because they were too far out of the way.

PLANNING FOR STREET CONNECTIVITY: Getting from here to there / Handy, Susan; Patterson, Robert G.; Butler, Kent -- Chicago, IL: American Planning Association (APA), May 2003, 95 p.
Available for purchase via the World Wide Web:
http://www.planning.org/APAStore/Search/Default.aspx?p=2426
This book discusses a concept that has met with varied receptions in communities. Some quietly accept it; others fight it vigorously. Proponents point out numerous benefits. These include: a decrease of traffic on arterial streets; more continuous and direct routes that encourage travel by walking and bicycling; greater access and quicker response times for emergency vehicles; more evacuation alternatives in the event of a disaster; and improvements in the quality of utility connections, facilitating maintenance and enabling more efficient trash and recycling collection and other transport-based community services. Opponents, usually residents facing change in their familiar surroundings and developers, argue that street connectivity can: raise levels of through traffic on residential streets; increase infrastructure costs and impervious cover; require more land to develop the same number of housing units; decrease the affordability of housing; and threaten the profitability of developments. This report takes a close look at that debate and the evidence, offering research results and studies of the experience of 14 communities' efforts to incorporate greater connectivity, with Raleigh, North Carolina, and Austin, Texas, receiving in-depth studies.

TOD IN CALIFORNIA

CALIFORNIA TRANSIT-ORIENTED DEVELOPMENT (TOD) SEARCHABLE DATABASE / Sacramento, CA: Calif. Department of Transportation (Caltrans), 2000
Available access to database at:
http://transitorienteddevelopment.dot.ca.gov/
With this database from Caltrans, users can access and search detailed information on 21 Transit-Oriented Developments (TODs) in California - also called transit villages. The database covers land uses, site maps, implementation processes, financing, facilities, zoning, design features, pedestrian access, transit services, photos, travel benefits, contact information, and other valuable data. A link is included for a glossary of TOD related terms.

TOD IN CALIFORNIA – Cont'd

BART TRANSIT-ORIENTED DEVELOPMENT GUIDELINES / Bay Area Rapid Transit District (BART) -- Oakland, CA: BART, June 2003, 52 p.
Available full text via the World Wide Web:
http://www.bart.gov/docs/planning/TOD_Guidlines.pdf
BART's Transit-Oriented Development Guidelines are designed to help guide planning and development around BART stations. They address the BART customer experience, station area land use, and station circulation and access as they relate to transit-oriented development. The Guidelines also consider the unique geography, transportation networks and varied community priorities of the San Francisco Bay Area. The examples of Transit-Oriented Development in these Guidelines are chosen from locations throughout the Bay Area to illustrate policies and principles, not to suggest duplication of any particular design solution.

A CLOSER LOOK AT THE BLUE LINE: Building communities around transit, a report on the status of transit oriented development along the Los Angeles Metro Blue Line / Los Angeles, CA: Livable Places, 2002, 13 p.
Available full text via the World Wide Web:
http://www.livableplaces.org/resources/vlibrary/pdf/BlueLineTODreport.pdf
Southern California needs to start growing smarter. The region needs to accommodate future growth by creating compact, walkable urban neighborhoods that utilize sustainable development practices—such as transit oriented developments (TODs). TODs integrate housing with offices, stores and restaurants around transit stations, providing desperately needed new housing and giving residents practical alternatives to driving their cars—something transportation planners agree is essential to both reducing smog causing auto emissions and coping with clogged freeways.

GOLD LINE CORRIDOR STUDY: final report / Loukaitou-Sideris, Anastasia, et al./University of California, Los Angeles. Ralph & Goldy Lewis Center for Regional Policy Studies -- Los Angeles, CA: Southern California Association of Governments (SCAG), March 2007, 112 p.
Available full text via the World Wide Web:
http://www.scag.ca.gov/publications/pdf/2007/Gold_Line_FINALReport_040907.pdf
Inaugurated on July 6, 2003, the Gold Line is a 13.7-mile light rail line in the Los Angeles metro rail system. The line connects the cities of Pasadena and South Pasadena and the northeastern portion of Los Angeles to the Union Station transit hub on the northern edge of downtown Los Angeles. Over its relatively short life, the Gold Line has had substantially less ridership than MTA's Red or Blue Lines. This study examines the characteristics of station areas and recent nearby transit-oriented development (TOD) activity within walking distance of Gold Line stations, defined as one third to a half mile depending on the major roads and geographic features. Given that the line has only been in operation for 3.5 years, the research draws from available data to provide a baseline profile of the corridor that can be used in future longer-term assessments of the impact of the line on station areas. It also discusses the motivations, tensions, and challenges identified by developers, architects, and planners of major development projects in station areas, and identifies strategies and recommendations based on their experiences.

TOD IN CALIFORNIA – Cont'd

THE GREAT COMMUNITIES TOOLKIT / Oakland, CA: Great Communities Collaborative, 2007, 67 p.
Available full text via the World Wide Web:
http://www.greatcommunities.org/index_files/resources/Full%20GCC%20Toolkit.pdf
This toolkit was developed to help community groups shape Great Communities around transit---to plan neighborhoods of affordable homes, shops, accessible job centers, and community services. With this toolkit, community groups will have the tools to influence a city's plans for neighborhoods near transit. The toolkit includes handout sheets on how to keep a community informed about key aspects of station area plans; step-by-step instructions for creating a station plan campaign; tips for working with the media; technical tools and references for getting more in-depth information; and background information on the need to get involved in station area planning processes. The toolkit also includes information about who the members of the Great Communities Collaborative are and what the overall Collaborative goals are.

NEW PLACES, NEW CHOICES: Transit-oriented development in the San Francisco Bay Area / Kimsey, Doug, et al., Metropolitan Transportation Commission (MTC) -- Oakland, CA: MTC, November 2006, 42 p.
Available full text via the World Wide Web:
http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Book.pdf
This publication features transit-oriented developments that were recently built or are in the process of taking shape. These TODS were selected to convey a sense of the diversity and appeal of this style of community-building enterprise, and to give an idea of why someone might choose to live or work in one of these locations. And, make no mistake, it's the choosing that is most important. Notwithstanding all the substantial merits from a public policy point of view — transit- and land-use efficiency, air quality benefits, health advantages, energy savings and the like — TODs will succeed only when people freely choose to live in them. The urban and suburban dwellers who opt for TODs do so because the developments offer a practical, preferable, more environmentally friendly — and often more affordable — way to live and travel in our increasingly complex Bay Area.

OAKLAND LEADS NATION IN TRANSIT-ORIENTED DEVELOPMENT / City of Oakland, Community and Economic Development Agency -- Oakland, CA: City of Oakland, 2003, 6 p. (Journal article)
Oakland Now – Vol. 2, No. 1 (Spring 2003) p. 1-6
Available full text via the World Wide Web:
http://www.business2oakland.com/main/documents/OaklandNOW.Spring03.pdf
"Situated at the very heart of the Bay Area's mass transit system, Oakland is busy working to facilitate the development of its eight Bay Area Rapid Transit District (BART) stations into transit oriented villages. When completed, these villages will provide sustainable places where people live, work, shop, and relax with minimal dependence on the automobile. Each will have a distinct character. All will be connected with each other and linked to the surrounding city neighborhoods. Today, the villages are in various stages of planning, construction and completion" (p. 1).

TOD IN CALIFORNIA – Cont'd

MTC'S RESOLUTION 3434: Transit oriented development policy, interim evaluation / Nelson-Nygaard Consulting Associates, et al. -- Oakland, CA: Metropolitan Transportation Commission (MTC), July 2006, 94 p.
Available full text via the World Wide Web:
http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Policy_Evaluation.pdf
MTC's Transit Oriented Development Policy, adopted in July 2005, aims to capitalize on investments in new transit corridors in the region by promoting the development of vibrant, mixed-use neighborhoods around new stations. The policy has three key elements: corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors; local station area plans that address future land-use changes, station access needs, circulation improvements, pedestrian-friendly design, TOD-supportive parking policies and other key features in a transit-oriented development; and corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders. The TOD Policy is the first of its kind by a Metropolitan Planning Organization or other regional agency in the United States. Partly for this reason, Commissioners specified that MTC staff should "conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy." This report presents the findings from that evaluation.

THE PATH TO A LIVABLE CITY: Transportation for a livable City / Metcalf, Gabriel, et al. -- San Francisco, CA: Transportation for a Livable City (TLC), 2002, 52 p.
Available full text via the World Wide Web:
http://livablecity.org/resources/tlc_path.pdf
This document presents some of the policy changes that must be accomplished to create a more livable city in San Francisco. The recommendations from Transportation for a Livable City (TLC) builds on San Francisco's strengths: the city's diverse neighborhoods and dense, walkable land use patterns. Some of the document's recommendations include prioritizing walking; getting Muni out of traffic; finishing San Francisco's bike network; promoting car-sharing and taxis; redesigning streets for livability; building more housing of all kinds; and using creating funding options.

STATEWIDE TRANSIT-ORIENTED DEVELOPMENT STUDY: Factors for success in California, final report / Parker, Terry, et al. / Business, Transportation & Housing Agency. California Department of Transportation (Caltrans) -- Sacramento, CA: Caltrans, September 2002, 217 p.
http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TOD-Study-Final-Rpt.pdf
This study provides a state-of-the-practice review of transit-oriented development (TOD) with an emphasis on recent experience in California. The main objective of this study is to define strategies that the State of California could undertake to encourage the broader implementation of TOD near major transit stations: bus, rail, and ferry. The report concludes with recommendations for fourteen strategies that the State of California could undertake to facilitate the broader implementation of TOD at local and regional levels. A number of possible State strategies to overcome TOD barriers are presented and described in four major categories: State policies and practices; planning and zoning; finance and implementation; and information dissemination and research.

TOD IN CALIFORNIA – Cont'd

TRANSIT-ORIENTED DEVELOPMENT COMPENDIUM / Ogawa, Gail, et al./Business, Transportation & Housing Agency. California Department of Transportation (Caltrans) -- Sacramento, CA: Caltrans, June 2005, 68 p.
Available full text via the World Wide Web:
http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TOD-Compendium.pdf
This compendium is an overview and synthesis of notable past work on TOD "best practices" within California and throughout the United States. It is an information resource for policymakers, transit/community planers, and developers in facilitating the broader implementation of TODs. The compendium is organized into eight chapters. Each chapter describes relevant issues, the state of practices for TOD, and includes information from guidebooks and interviews. The Appendix includes a checklist that can be used for evaluating TOD projects.

TRANSIT-ORIENTED DEVELOPMENT POLICY / Bay Area Rapid Transit (BART) -- Oakland, CA: BART, 2005, 2 p.
Available full text via the World Wide Web:
http://www.bart.gov/docs/planning/BART%20TOD%20Policy.pdf
In its transit-oriented development policy adopted in 2005, the BART Board articulated its vision: "the San Francisco Bay Area Rapid Transit District (BART) is the steward of a large-scale public investment, which includes important real property assets essential to BART's operation. These assets also contribute to the ongoing financial viability of the transit system. Recent system extensions and federal, state and regional policy direction to concentrate growth around transit further enhances the value of these assets. By promoting high quality, more intensive development on and near BART-owned properties, the District can increase ridership, support long-term system capacity and generate new revenues for transit. Also, such development creates attractive investment opportunities for the private sector and facilitates local economic development goals."

TRANSIT ORIENTED DEVELOPMENTS: Reshaping the future of LA County / Dullaghan, Anne, et al. -- Los Angeles, CA: Los Angles County Metropolitan Transportation Authority, 2006, 16 p. (Journal article)
Metro Quarterly – No. 15 (Summer 2006) p. 1-16
Available full text via the World Wide Web:
http://www.metro.net/news_info/publications/MQ_2006_03_Summer.pdf
This special issue of the Metro Quarterly, published by the Los Angeles County Metropolitan Transportation Authority, focuses on transit oriented developments in Los Angeles county. According to its introduction, "transit is reshaping the way Los Angeles County residents live, work and play. In the early part of the 20th Century, the region was built around the world's largest inter-urban electric rail system. But, today, as the area faces changes in population, urban sprawl and traffic congestion, and a lack of affordable housing, Los Angeles is returning to those roots with a growing transit oriented development infrastructure."

TOD IN UNITED STATES

BUILDING LIVABLE COMMUNITIES WITH TRANSIT: Planning, developing, and implementing community-sensitive transit / Washington, DC: Federal Transit Administration (FTA), Livable Communities Initiative, 1999, 47 p.
Available full text via the World Wide Web:
http://safety.fhwa.dot.gov/ped_bike/docs/livable.pdf
This booklet presents some of the successes—in terms of planning, development, and implementation—of the community-sensitive transportation facility development process. Although a comprehensive process is described here, not every project involves the full range of steps. By applying the techniques outlined in this booklet, transportation agencies, metropolitan planning organizations, local governments, and communities can help achieve transportation goals beyond "asphalt, concrete, and steel"—to reap quality-of-life rewards involving the economic, social and environmental benefits of transit investments. States and local governments are implementing transit supportive policies such as smart growth legislation, mixed-use zoning, parking management, and traffic calming. Table 2 provides summary descriptions of Livable Communities Initiative demonstration projects that that demonstrate the characteristics of community-sensitive transit.

HIDDEN IN PLAIN SIGHT: Capturing the demand for housing near transit / Reconnecting America's Center for Transit-Oriented Development -- Washington, DC: U.S. Dept. of Transportation, Federal Transit Administration (FTA), 2004, 40 p.
Available full text via the World Wide Web:
http://www.fta.dot.gov/planning/metro/planning_environment_2379.html
This study for the Federal Transit Administration (FTA) looks at national real estate and consumer trends that affect the potential market for housing within a half mile of fixed guideway transit stops (TOD); the demographics and travel behavior of residents who live near transit; the potential demand for housing within walking distance of transit stations in the year 2025; and the ability of transit-served regions to accommodate this emerging consumer market.

NATIONAL COMMUNITY PREFERENCE SURVEY: 2004 / Belden Russonello & Stewart -- Washington, DC: Smart Growth America, October 2004, 21 p.
Available full text via the World Wide Web:
http://www.smartgrowthamerica.org/documents/NAR-SGASurvey.pdf
This survey covers many opinions that Americans hold about where they live, where they would like to live, and the policies for getting there. The survey reveals three main points: 1) Americans favor smart growth communities with shorter commute times, sidewalks, and places to walk more than sprawling communities; 2) The length of their commute to work holds a dominant place in Americans' decisions about where to live. Americans place a high value on limiting their commute times and they are more likely to see improved public transportation and changing patterns of housing development as the solutions to longer commutes than increasing road capacities; 3) Americans want government and business to be investing in existing communities before putting resources into newer communities farther out from cities and older suburbs. The public's priorities for development include more housing for people with moderate and low incomes and slowing the rate of development of open space. Many Americans also express the desire for more places to walk or bike in their communities.

TOD IN UNITED STATES – Cont'd

NOW IS THE TIME FOR TODS: Homebuyers are waiting in line for transit-oriented development / Van Gieson, John/National Association of Realtors (NAR) -- Washington, DC: NAR, 2006, [5] p. (Journal article)
On Common Ground – (Summer 2006) p. 13-17
Available full text via the World Wide Web:
http://www.realtor.org/smart_growth.nsf/docfiles/summer06tods.pdf/$FILE/summer06tods.pdf
TOD is booming, says Gloria Ohland, senior editor of Reconnecting America's Center for Transit-Oriented Development in Los Angeles. She says about 100 cities and regions are building or planning transit lines -- but there are numerous pitfalls. Transit systems are expensive – the new Hiawatha Line light rail system in Minneapolis costs more than $700 million -- but the supply of federal funds to help pay for transit has not kept up with the demand. Other complications include outmoded zoning and parking codes that restrict developers and increase costs; dealing with several regulatory jurisdictions; convincing old-fashioned lenders to invest their money in new ways of developing property; and opposition from neighbors who fear that high-density, mixed-use developments will increase their taxes, raise their housing costs or swamp their streets with traffic (p. 14).

GUIDE FOR TRANSIT-ORIENTED DEVELOPMENT / St. Paul, MN: Metropolitan Council, August 2006, 9 p.
Available full text via the World Wide Web:
http://www.metrocouncil.org/planning/TOD/TOD_index_page.pdf
Across the country, communities are "putting two and two together" and getting more than the usual answer. Over the past several decades, cities have been combining clusters of mixed land uses with transit stations and producing prime examples of efficient and livable growth patterns that make walking and transit use more convenient. These transit-oriented developments (TODs) have appeared in urban and suburban settings from Seattle to Atlanta, from Chicago to Dallas.

REASONS FOR LIVING IN A TRANSIT-ORIENTED DEVELOPMENT, AND ASSOCIATED TRANSIT USE / Lund, Hollie -- Chicago, IL: American Planning Association (APA), 2006, [10] p. (Journal article)
Journal of the American Planning Association – Vol. 72 (Summer 2006) p. 357-366
Available for purchase via the World Wide Web:
http://www.planning.org/japa/byissue/06summer.htm
Cities and regions throughout the U.S. are promoting transit-oriented development (TOD) near rail stations to increase both transit use and the number and range of housing opportunities. This paper reports the results of a survey of households who moved to TODs within the last 5 years, finding a wide range of motivations. Only about one-third of respondents reported access to transit as one of the top three reasons for choosing to live in a TOD. They were equally or more likely to cite lower housing costs or the quality of the neighborhood. Those who reported that their choice of residence location was motivated in part by access to transit were more likely to use transit than those who did not.

TOD IN UNITED STATES – Cont'd

TOD 101: Why transit-oriented development and why now? / Oakland, CA: Reconnecting America's Center for Transit-Oriented Development, 2007, 24 p.
Available full text through Reconnecting America's web site:
http://www.reconnectingamerica.org/public/books
This "picture book" lays out in easy-to-read format how shifting demographics and the changing real estate market have opened up an unprecedented window of opportunity for transit-oriented development. The book explains what TOD is, how it benefits communities, and how it can be an important affordability strategy for regions. It references a national TOD market study, includes two brief TOD case studies, and discusses the Affordability Index developed by the Center for TOD. In sum, it explains all the reasons that TOD is a sustainable, low-cost solution to a host of problems ranging from housing affordability to traffic congestion to global warming. The text consists of PowerPoint-style slides with bulleted information, brief explanations, photos and captions.

TRANSIT-ORENTED DEVELOPMENT IN FOUR REGIONS / Ohland, Gloria/Great American Station Foundation -- Oakland, CA: Reconnecting America's Center for Transit-Oriented Development, April 2004, 15 p.
Available full text through Reconnecting America's web site:
http://www.reconnectingamerica.org/public/reports
This paper assesses the progress of transit-oriented development in four metropolitan regions – Atlanta, the Bay Area, Chicago and Denver. The shared "lessons learned" include the following: early planning is essential; upfront work on zoning, parking and codes can entice the market; and the planning and entitlements process needs to be made more developer-friendly. One conclusion is that TOD represents a paradigm shift toward a more integrated and interdisciplinary way of solving problems.

TRANSIT ORIENTED DEVELOPMENT: Moving from rhetoric to reality / Belzer, Dena; Autler, Gerald -- Washington, DC: Brookings Institution, June 2002, 46 p. (Brookings Institution Discussion Paper series)
Available full text via the World Wide Web:
http://www3.brookings.edu/es/urban/publications/belzertod.pdf
This report argues that although transit-oriented development is now starting to be recognized as a viable type of development, there is still a widespread lack of understanding of its nature, its potential, the challenges it faces, and the tools needed to overcome these challenges. This report represents a synthesis of the ideas gleaned from several main sources of information. Relatively little attention has been focused on the issue of why TOD is not more solidly in the mainstream and on the barriers, obstacles, and challenges confronting these projects, and there is even less information available about the best ways to overcome these challenges. Second, interviews with key actors, including transit agency and municipal staff, developers, community development groups, and academic researchers have provided additional information. Nearly 30 interviews were conducted with people in various regions of the country that possess a range of transit systems, including Chicago, with one of the oldest transit systems in the country; places like Atlanta, Miami, Portland, San Diego, the Bay Area, and the Washington D.C. area, which built transit systems in the 1970s; regions such as Dallas where rail systems were built relatively recently; and communities that are just now planning for new light-rail systems, such as Seattle.

TOD IN UNITED STATES – Cont'd

TRANSIT-ORIENTED DEVELOPMENT AND JOINT DEVELOPMENT IN THE UNITED STATES: A literature review / Cervero, Robert; Ferrell, Christopher; Murphy, Steven -- Washington, DC: Transportation Research Board (TRB), Transit Cooperative Research Program (TCRP), October 2002, 144 p. (No. 52)
Available full text via the World Wide Web:
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rrd_52.pdf
This digest summarizes the literature review of TCRP Project H-27, "Transit-Oriented Development: State of the Practice and Future Benefits." This digest provides definitions of transit-oriented development (TOD) and transit joint development (TJD), describes the institutional issues related to TOD and TJD, and provides examples of the impacts and benefits of TOD and TJD. References and an annotated bibliography are included.

TRANSIT-ORIENTED DEVELOPMENT [TOD] IN THE UNITED STATES: Experiences, challenges, and prospects / Cervero, Robert, et al./Transportation Research Board (TRB) -- Washington, DC: TRB, Transit Cooperative Research Program (TCRP), 2004, 534 p. (TCRP Report 102)
Available full text via the World Wide Web:
http://gulliver.trb.org/publications/tcrp/tcrp_rpt_102.pdf
Transit-oriented development (TOD) has attracted interest a tool for promoting smart growth, leveraging economic development, and catering to shifting market demands and lifestyle preferences. This study, based on a combination of stakeholder survey responses, interviews, and in-depth case studies, paints a national portrait of contemporary TOD practice in the United States. TOD is viewed and defined differently throughout the country, with its most common traits being compact, mixed use development near transit facilities and high-quality walking environments.

TRAVELING/COMMUTING

TRANSIT-ORIENTED DEVELOPMENT [TOD] AND HOUSEHOLD TRAVEL: A study of California cities, final report / Chatman, Daniel G./University of California, Los Angeles. Institute of Transportation Studies -- Los Angeles, CA: UCLA Institute of Transportation Studies, 2006, 230 p.
Available full text via the World Wide Web:
http://www.policy.rutgers.edu/faculty/chatman/documents/TODs_and_travel_in_CA.pdf
"Transit-oriented developments (TODs) are usually defined as areas within a quarter-mile or half-mile of rail stops or bus transit hubs, with fairly high development density, good availability of shops and services, good pedestrian amenities, and pleasant and safe walking access to the transit center. Developing intensively near transit stations, particularly rail stations, is thought to be a policy mechanism to reduce auto use and increase the use not only of rail, but other alternative modes including bus and walking. However, existing research on the relationship between transit proximity and travel mode split for commute and non-work purposes has been inconclusive from a scholarly perspective. It is still debated whether programs to encourage development near transit have significant effects on transit use, particularly in the California context, where convenient auto access to destinations of all kinds is near-universal" (p. 3).

TRAVELING/COMMUTING – Cont'd

JOURNEY TO WORK: 2000, census 2000 brief / Reschovsky, Clara/U.S. Dept. of Commerce. Economics and Statistics Administration -- Washington, DC: U.S Census Bureau, March 2004, 16 p. (no. C2KBR-33)
Available full text via the World Wide Web:
http://www.census.gov/prod/2004pubs/c2kbr-33.pdf
Among the 128.3 million workers in the United States in 2000, 76 percent drove alone to work. In addition, 12 percent carpooled, 4.7 percent used public transportation, 3.3 percent worked at home, 2.9 percent walked to work, and 1.2 percent used other means (including motorcycle or bicycle).

TRAVEL CHARACTERISTICS OF TRANSIT-ORIENTED DEVELOPMENT IN CALIFORNIA / Lund, Hollie M.; Cervero, Robert; Willson, Richard W. -- Pomona, CA: Cal State Polytechnic University, Pomona, 2004, 116 p.
Available full text via the World Wide Web:
http://www.csupomona.edu/%7Erwwillson/tod/Pictures/TOD2.pdf
This study provides a 2003 measurement of travel behavior in California TODs. It supports recent efforts to develop information and policy recommendations that enhance the effectiveness of TOD development. It builds upon previous studies conducted in the early 1990s, and examines a range of potential rail users -- residents, office workers, hotel employees and patrons, and retail patrons. Survey sites are all located in non-CBD locations, are within walking distance of a transit station with rail service headways of 15 minutes or less, and were intentionally developed as TODs. Surveys were conducted along each of California's major urban rail systems, including the San Diego Trolley, San Diego Coaster, Los Angeles Blue and Red Lines, Los Angeles Metrolink commuter rail, San Jose VTA light rail, Caltrain commuter rail, the Bay Area Rapid Transit, and Sacramento Light Rail.

WALKABILITY

BURSTING THE BUBBLE: DETERMINING TRANSIT-ORIENTED DEVELOPMENT'S WALKABLE LIMITS / Canepa, Brian -- Washington, DC: Transportation Research Board (TRB), 2007, 7 p. (Journal article)
Transportation Research Record: Journal of the Transportation Research Board No. 1992 (2007) p. 28-34
Available for purchase via the World Wide Web:
http://www.trb.org/news/blurb_detail.asp?id=8213
Transit-oriented developments (TODs) in the United States have been modeled almost exclusively with a half-mile radius as a reliable limit for pedestrian walkability from and to a light rail station. New research has emerged to challenge this standard, with data indicating that transit users may be apt to walk greater distances than previously estimated. Variables such as housing density, employment density, and urban design all significantly affect walking patterns. Those factors are analyzed as expanders or contractors of the TOD radius, and the implications that a fluctuating boundary might have on the future of urban growth are considered.

WALKABILITY – Cont'd

THE ECONOMIC BENEFITS OF WALKABLE COMMUNITIES / Local Government Commission (LGC) -- Sacramento, CA: LGC, 4 p.
Available full text via the World Wide Web:
http://www.lgc.org/freepub/PDF/Land_Use/focus/walk_to_money.pdf
City and county leaders in California are most motivated to push for pedestrian-oriented infrastructure and land uses when there is a clear economic benefit to their communities. There are solid connections between walkable environments and economic viability. This brochure highlights some aspects of that nexus.

FROM TIGER TO AUDIT INSTRUMENTS: Measuring neighborhood walkability with street data based on geographic information systems / Schlossberg, Marc A. -- Eugene, OR: University of Oregon, 2006, 9 p. (Journal article)
Transportation Research Record – No. 1982 (2006) p. 48-56
Available full text via the World Wide Web:
http://www.uoregon.edu/~schlossb/articles/schlossberg_walkability.pdf
The relationship between urban form and pedestrian mobility is an area of increasing policy interest within the planning, transportation, environmental, and public health fields. Many municipalities are seeking to adopt variations of smart growth principles that seek, in part to increase pedestrian choice in an urban environment. This paper explores how the path network around key urban destinations can be visually and quantitatively analyzed to provide useful planning and evaluation tools for these pedestrian-oriented environments. Neighborhood environments surrounding transit stops and schools are used as examples of how to visualize and quantify local walkable environments. Three key techniques based on geographic information system (GIS) are presented: street network classification, pedestrian catchment areas, and intersection intensities.

HOW FAR, BY WHICH ROUTE, AND WHY?: A spatial analysis of pedestrian preference / Schlossberg, Marc A., et al. -- Washington, DC: Transportation Research Board (TRB), 2007, 17 p.
Available for purchase via the World Wide Web:
http://pubsindex.trb.org/document/view/default.asp?lbid=802012
In an abstract for this paper presented at the 2007 Transportation Research Board Annual Conference (Paper #07-2050), the authors state that there is "an increasing interest in community walkability, as reflected in the growing number of state and federal initiatives on Safe Routes to School, the new concern over a national obesity epidemic (especially in children), and a wide range of policy initiatives designed to convince travelers to switch from auto trips to more environmentally sustainable bicycle and walking trips. In each of these cases, policy makers recognize walking as a key mode of travel and believe that increasing the number of walk trips is a key goal. Despite the seeming simplicity of the goal, we know very little about how far people actually walk or about how street design affects people's willingness or capacity to access their desired destinations by walking. This paper reports on a survey designed to answer two primary research questions related to the topic of pedestrian behavior: (1) How far do pedestrians walk to light rail stations? (2) What environmental factors do they say influence their route choice? "

WALKABILITY – Cont'd

MEAN STREETS 2004, how far have we come?: Pedestrian safety, 1994 - 2003 /
Ernst, Michelle; Bailey, Linda/Surface Transportation Policy Project (STPP) --
Washington, DC: STPP, November 2004, 40 p.
Available full text via the World Wide Web:
http://www.transact.org/library/reports_html/ms2004/pdf/Final_Mean_Streets_2004_4.pdf
The Surface Transportation Policy Project has been reporting on pedestrian fatalities in the United States for ten years now. The first report, produced with Environmental Working Group and published in 1996, examined pedestrian fatalities for the period 1986 through 1995. Since that first Mean Streets was published, STPP has issued three updates, each looking at a two-year period. This year, STPP is taking the opportunity with the publication of our fifth edition of Mean Streets to reflect on the trends in pedestrian safety over the past decade.