

LITERATURE REVIEW
OF
***TRANSIT SUPPORTIVE
DEVELOPMENT***
for the
***NEW YORK ASSOCIATION OF
METROPOLITAN PLANNING
ORGANIZATIONS***

The logo for the Regional Plan Association, featuring a large, stylized, light gray 'R' and 'A' that form a frame around the text. The text 'Regional Plan Association' is centered within this frame. Above the word 'Plan', the letters 'NJ' and 'CT' are stacked vertically, and 'NY' is to their right.
Regional Plan Association

and

BFJ Planning

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TRANSIT FRIENDLY DEVELOPMENT LITERATURE REVIEW

The literature available on the subject of transit-friendly development (TFD) is large and growing rapidly.¹ This compendium cannot be exhaustive or even comprehensive, but each entry is viewed as an important addition to the literature in the topic areas to which they are assigned. The review's purpose is to give the user a head-start in locating information of interest in the field. The items in this literature review are organized by topic areas to allow the user to efficiently target and access the areas of greatest interest. Many of the entries are repeated where they are germane to more than one topic area. The topic areas are presented below.

Topic Areas

- General
- Defining TFD
- Making the Case for TFD
- TFD Case Studies
- Transit Issues
- Bus Issues
- Parking Issues
- Land Uses and Design: What Features Support TFDs Best
- Implementation - Required Actions and Responsibilities

Useful Websites

<http://www.reconnectingamerica.org/>
<http://www.vtpi.org>
http://www.apta.com/research/info/briefings/briefing_8.cfm
<http://www.transitorienteddevelopment.org/>
<http://www.walkable.org/>
<http://www.itdp.org/>
<http://www.newtrains.org/pages/354054/index.htm>
<http://www.transitvillages.org/>
<http://www.todadvocate.com/>

¹ The phase transit-friendly development (TFD) used for this project is most often referred to as transit-oriented development (TOD) in the literature, and occasionally as transit-supportive development of transit-focused development. In this literature search the phases are used interchangeably.

GENERAL

The New Transit Town: Best Practices in TOD

Dittmar and Ohland (editors) – Island Press – November 2003.

This book is a compendium of articles by experts and practitioners on a wide variety of TOD subjects including the taxonomy of TODs, features of successful projects, obstacles to financing, traffic and parking issues, players, and performance measures.

Transit Oriented Development: Using Public Transit to Create More Accessible and Livable Neighborhoods – TDM Encyclopedia – Victoria Transport Policy Institute – March 31, 2007.

This report, available at (<http://www.vtpi.org/tdm/tdm45.htm>), is a wide-ranging discussion of TODs. It includes many references on a variety of related topics, including definitions of TODs, density requirements in wider areas beyond stations for various transit modes, factors that work toward reinforcing successful TOD and higher transit use, travel impacts of TODs. The travel impacts discussion is particularly useful in highlighting reports that show the impacts of residential and non-residential and mixed land uses in station areas and corridors. The report discussed other costs and benefits of TODs, including congestion reduction, auto use and cost savings, safety, environmental impacts, community livability, and equity impacts. The report relates TODs to TDM actions. The report has some two dozen examples or case studies and has 100 references, many which are also sighted in the this literature review. The report, while written with a decidedly advocacy tone, is nonetheless a must read for anyone interested in TODs.

Transit Oriented Development: Moving from Rhetoric to Reality – Dena Belzer and Gerald Autler – Strategic Economics – A Discussion Paper Prepared for the Brookings Institution Center on Urban Metropolitan Policy and the Great American Station Foundation – June 2002.

This report traces the historical context of TODs, outlining the recent trends of downtown renewal, suburban maturity and interest in transit investments, and how these trends suggest a robust future for TODs. However, the report shows that the potential for TODs has not been realized with development being transit-adjacent rather than transit oriented. Single-family housing patterns, conventional parking policies, unfriendly zoning codes and parking ordinances have led to this lack of success, which has fed the criticism among opponents of TODs.

The report suggests a performance oriented definition to define the success of TODs rather than measures such as density in dwellings per acre, which do not necessarily describe how a project performs. The report suggests six performance criteria: 1) location efficiency which describes the ease of avoiding auto use, 2) value recapture from the perspective of the resident or user of TODs, 3) livability, while difficult to measure, includes such quality of life features as less air pollution, less congestion, and more mobility, 4) financial return to the investors, 5) choice of housing type, retail opportunities, and travel modes, and 6) efficient regional land use patterns that reduces land consumption, housing and job balance and traffic generation.

The report spells out six challenges that must be met to advance the concept of TODs. These include lack of agreed to definition of TODs, conflicts between the transit station

and the surrounding neighborhoods, lack of certainty as to which features of TODs really matter to make them work, the complexity in making the features of TODs work together, fragmented regulatory and policy environment, and unsupportive market conditions.

The report recommends a series of actions to allow the various stakeholders to work together. These include the creation of an education and advocacy capability, establishment of a TOD fund, provision of technical assistance, cataloguing of a typology of TOD types to measure performance and success in various contexts, develop “showcase” materials, develop parking standards, and standardization of lending strategies. The report goes on to recommend specific actions for each of the major stakeholders, including transit agencies, local governments, and developers and lending institutions. There are 37 references cited, organized around topics, and annotation for some are included.

NJ Transit, Planning for Transit-Friendly Land Use, A Handbook for New Jersey Communities, New Jersey Department of Transportation, June 1994.

This handbook describes strategies, techniques and tools to improve the relationship between land use planning and transit toward the creation of more pedestrian and transit friendly communities. The book features practical examples and implementation tools ways addressing all modes of transportation for transit friendly development in New Jersey (annotated bibliography: 114 references)

Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects, TCRP Report 102, January 2004.

The report provides a comprehensive assessment of the state of practice and benefits of TOD and joint development throughout the United States. It provides 10 case studies and assesses the level of collaboration between various partners, the impact of TOD on land values, the potential benefits of TOD and successful design principles and characteristics. It also analyzes TOD from the private sector perspective and the obstacles to implementing TOD (41 references)

Transit-Oriented Development and Joint Development in the United States: a Literature Review. Robert Cervero, October 2002.

This comprehensive review is organized into chapters that cover: definitions; institutional issues such as collaboration, government and transit agency roles and community outreach; supportive public policies, including tax policies, zoning, and long range planning; successful design characteristics; and evaluation of impacts and benefits.

Source: TCRP Research Results Digest 52:

http://gulliver.trb.org/publications/tcrp/tcrp_rrd_52.pdf

Transit-Focused Development -- TCRP Synthesis 20 -- Douglas R. Porter, 1997.

This summary report on TOD issues discusses the transit/land use connection, the importance of government support for TOD, and the experiences to date with station-area development.

<http://gulliver.trb.org/publications/tcrp/tsyn20.pdf>

DEFINING TFDs

CATS Systems Plan - Land Use Program – Station Types Report Charlotte-Mecklenburg Planning Commission -- January 2005.

This report presents a useful typology for five station types for TODs, recognizing the station's role in place-making and area development. The report describes the features that define five station area types – multi-modal, urban, neighborhood, community, and regional and goes on to recommend the appropriate strategies for each type to achieve transportation, place-making and land development objectives.

TOD Planning by Type – Gloria Ohland, Reconnecting America – Urban Land, September 2006.

This short article suggests the creation of TOD typology for a rail corridor to characterize the development objectives of each station to allow a more comprehensive approach to planning in a corridor.

MAKING THE CASE FOR TFDs

Transit Oriented Development: Using Public Transit to Create More Accessible and Livable Neighborhoods – TDM Encyclopedia – Victoria Transport Policy Institute – March 31, 2007.

This report, available at (<http://www.vtpi.org/tdm/tdm45.htm>), is a wide-ranging discussion of TODs. It includes many references on a variety of related topics, including definitions of TODs, density requirements in wider areas beyond stations for various transit modes, factors that work toward reinforcing successful TOD and higher transit use, travel impacts of TODs. The travel impacts discussion is particularly useful in highlighting reports that show the impacts of residential and non-residential and mixed land uses in station areas and corridors. The report discussed other costs and benefits of TODs, including congestion reduction, auto use and cost savings, safety, environmental impacts, community livability, and equity impacts. The report relates TODs to TDM actions. The report has some two dozen examples or case studies and has 100 references, many which are also sighted in the this literature review. The report, while written with a decidedly advocacy tone, is nonetheless a must read for anyone interested in TODs.

Gloria Ohland and Cali Golewitz, Reconnecting America, Jan Wells and Martin Robins, Voorhees Transportation Center, and Carrie Makarewicz and Albert Benedict, Center for Neighborhood Technology.

This report describes the largely successful redevelopment efforts and impacts in Jersey City and Hoboken along the Hudson-Bergen Light Rail line and in Evanston, all three existing and heavily built up urban places. It describes the reasons for their success. Nine references are cited.

Statewide Transit-Oriented Development (TOD) Study, Factors for Success in California, Parking and TOD, Challenges and Opportunities, (Special Report); California Department of Transportation, February 2002.

This report provides an overview of available information regarding the extent to which parking for various uses can be reduced at transit stations, including bus, light rail transit and commuter rail stations. The report identifies the benefits gained from reduced parking supplies and addresses the following parking management strategies: Shared parking, district parking, in-lieu fees, satellite parking, carpool parking, transit pass programs, unbundling housing and parking, car sharing, and robotic garages. It also assesses various municipal and regional approaches to providing parking. (24 references)

TFD CASE STUDIES

NJ Transit, Planning for Transit-Friendly Land Use, A Handbook for New Jersey Communities, New Jersey Department of Transportation, June 1994.

This handbook describes strategies, techniques and tools to improve the relationship between land use planning and transit toward the creation of more pedestrian and transit friendly communities. The book features practical examples and implementation tools ways addressing all modes of transportation for transit friendly development in New Jersey (annotated bibliography: 114 references)

Transit Oriented Development Implementation, Community Choices, Quality Growth Toolkit, Atlanta Regional Commission.

This report offers guidance for TOD implementation and highlights the role of TOD in achieving smart growth. It analyzes the relationship of the TOD with the comprehensive plan and its legal and administrative issues. The paper provides 5 case studies throughout the United States and three model ordinances for different TOD conditions. (14 references)

Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects, TCRP Report 102, January 2004.

The report provides a comprehensive assessment of the state of practice and benefits of TOD and joint development throughout the United States. It provides 10 case studies and assesses the level of collaboration between various partners, the impact of TOD on land values, the potential benefits of TOD and successful design principles and characteristics. It also analyzes TOD from the private sector perspective and the obstacles to implementing TOD (41 references)

Making the Connection: Transit-Oriented Development and Jobs. Good Jobs First, March 2006

Examines 25 TOD projects around the country that incorporate significant amount of affordable housing and/or make a substantial attempt to create good jobs that can be filled by people from working families.

<http://www.goodjobsfirst.org/pdf/makingtheconnection.pdf>

Transit-Focused Development -- TCRP Synthesis 20 -- Douglas R. Porter, 1997.

This summary report on TOD issues discusses the transit/land use connection, the importance of government support for TOD, and the experiences to date with station-area development.

<http://gulliver.trb.org/publications/tcrp/tsyn20.pdf>

Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects. Robert Cervero, G.B. Arrington, Jane Smith-Heimer, Robert Dunphy et al., 2004.

This report details the TOD institutional landscape, implementation tools, funding and barriers to TOD, as well as the impacts on ridership and real estate markets. It provided in depth case studies of TOD in 10 urban areas in the US.

http://gulliver.trb.org/publications/tcrp/tcrp_rpt_102.pdf

The Transit Metropolis: A Global Inquiry. Robert Cervero, Island Press. 1998.

The book discusses transportation and land use policies in 12 metropolitan areas organized around four metro area types: 1) adaptive cities; creating a transit-oriented built form, 2) the hybrids; adaptive cities and adaptive transit, 3) strong-core cities: transit and central city revitalization, and 4) adaptive transit; tailoring transit to serve cities. The book concludes by describing the lessons that have been learned in these 12 metro areas. Among them are the need for a vision and visionaries, strong leadership, efficient government institutions, pro-active planning, viable centers, people-oriented urban design geared, and “auto-equalizers” to pay more attention to transit and pedestrian needs. Considerable attention is paid to the role of bus transit in metropolitan areas.

Transit Agency Partnering in Supporting Development Around Rail Transit Stations. Roderick Diaz & Christopher Porter, 1999.

This report presents seven case studies along with lessons learned that highlight transit agency partnering to promote TOD. Findings reveal that transit agencies support TODs through two primary activities - development implementation and station area planning. <http://www.apta.com/research/info/briefings/documents/porterc.pdf>

Measuring the Success for Transit-Oriented Development: Retail Market Dynamics and Other Key Determinants. John Niles & Dick Nelson, American Planning Association 1999 National Planning Conference

Outlines 16 key factors that need to be understood and weighed before significant new transit investments are made. Among them are transit quality and technology, employment and housing density, retail siting criteria, regional market structure, <http://www.asu.edu/caed/proceedings99/NILES/NILES.HTM>

Parking Spaces / Community Places. Finding the Balance Through Smart Growth Solutions, U.S. Environmental Protection Agency.

The report reviews parking demand relating to land use and transportation factors, discusses the cost of parking in financial and environmental terms, and presents a selection of policies for flexible parking requirements. 6 case studies (89 references)

Transit Friendly Streets: Design and Traffic Management Strategies to Support Livable Communities. Project for Public Spaces. TCRP Report 33, Transportation Research Board. 1998.

Using a case study approach this report describes five instances where streets were redesigned to better accommodate the needs of transit vehicles, transit users, and pedestrians. Four of the five examples relate to bus transit. The report summarizes five transferable strategies based on the case studies including adequate sized sidewalks, amenities for pedestrians and transit riders, priority lanes for transit vehicles, traffic calming, signalization and intersection redesign.

TRANSIT ISSUES

Transit Oriented Development: Using Public Transit to Create More Accessible and Livable Neighborhoods – TDM Encyclopedia – Victoria Transport Policy Institute – March 31, 2007.

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NJ Transit, Planning for Transit-Friendly Land Use, A Handbook for New Jersey Communities, New Jersey Department of Transportation, June 1994.

This handbook describes strategies, techniques and tools to improve the relationship between land use planning and transit toward the creation of more pedestrian and transit friendly communities. The book features practical examples and implementation tools ways addressing all modes of transportation for transit friendly development in New Jersey (annotated bibliography: 114 references)

William Henderson, Ellyn Shannon, Karyl Berger, Where is the Metropolitan Transportation Authority on Transit Oriented Development?, Permanent Citizen Advisory Committee to the MTA, October 2006.

This report analyzes New York State, the New York Metropolitan Transportation Council's (NYMTC) and MTA policies and actions related to Transit Oriented Development. Inter-agency coordination and performance evaluation are lacking in New York State and the report, after analyzing approach and effectiveness of agency actions toward TOD project, offers recommendations to further the growth of TOD in New York State and the MTA region and to allow local communities and the MTA to share the benefits of TOD. The recommendations detail roles and strategies for each of the operating agencies of the MTA (10 references).

Transit Agency Partnering in Supporting Development Around Rail Transit Stations. Roderick Diaz & Christopher Porter, 1999.

This report presents seven case studies along with lessons learned that highlight transit agency partnering to promote TOD. Findings reveal that transit agencies support TODs through two primary activities - development implementation and station area planning. <http://www.apta.com/research/info/briefings/documents/porterc.pdf>

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BUS ISSUES

Bus Transit Oriented Development – Strengths and Challenges Relative to Rail – Graham Currie – Journal of Public Transportation, Vol. 9, No. 4, 2006.

This article discusses planning for transit-oriented development for bus service, using the experiences in Australia. It highlights the difficulties bus transit faces, including the issues of stigmatization of bus service, noise and pollution, and permanence. The article distinguishes among local bus and bus rapid transit and for the latter, between good and poor bus rapid transit design.

The Transit Metropolis: A Global Inquiry. Robert Cervero, Island Press. 1998.

The book discusses transportation and land use policies in 12 metropolitan areas organized around four metro area types: 1) adaptive cities; creating a transit-oriented built form, 2) the hybrids; adaptive cities and adaptive transit, 3) strong-core cities: transit and central city revitalization, and 4) adaptive transit; tailoring transit to serve cities. The book concludes by describing the lessons that have been learned in these 12 metro areas. Among them are the need for a vision and visionaries, strong leadership, efficient government institutions, pro-active planning, viable centers, people-oriented urban design geared, and “auto-equalizers” to pay more attention to transit and pedestrian needs. Considerable attention is paid to the role of bus transit in metropolitan areas.

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PARKING ISSUES

Parking Policy for Transit-oriented Development: Lessons for Cities, Transit Agencies, Developers – Richard Willson, California State Polytechnic University.

This report discusses how California communities addressed parking supply and pricing at stations and relationship to travel behavior and mode choice. It concludes that excessive supply of parking brought on by parking regulations that mandate high parking ratios, work against transit use and other TOD objectives. It makes recommendations for Cities, transit agencies, and developers. For Cities it recommends a more nuance approach to parking requirements tied to travel demand, shared parking, partnerships between transit agencies, other agencies and land owners, unbundling of parking charges with lease agreements, cash-out of parking in office developments, management of on-street parking, and more consideration of the impact of parking requirements on housing affordability in station areas. For transit agencies it recommends the design of stations so that housing and mixed use developments are in proximity to stations, consider the reduction of surface parking through shared use, partnering with local jurisdictions and employers to support other than auto access modes. The report cites 27 references.

NJ Transit, Planning for Transit-Friendly Land Use, A Handbook for New Jersey Communities, New Jersey Department of Transportation, June 1994.

This handbook describes strategies, techniques and tools to improve the relationship between land use planning and transit toward the creation of more pedestrian and transit friendly communities. The book features practical examples and implementation tools ways addressing all modes of transportation for transit friendly development in New Jersey (annotated bibliography: 114 references)

Parking Alternatives: Making Way for Urban Infill and Brownfield Redevelopment, US EPA, EPA 231-K-99-001, November 1999.

This guide reviews the costs of generic parking requirements, generally established as minimum ratios and based on suburban standards, and proposes alternative strategies that enable a reduction in needed parking spaces. The report discusses the following innovative parking alternatives: In-lieu parking fees, shared parking, centralized parking, maximum limits, parking freezes, and demand reduction. (59 references, and 24 pages with examples of innovative parking ordinances and programs)

Transit Friendly Parking Structure Guidelines: Planning, Design and Stewardship, Darius Sollohub, New Jersey Institute of Technology (FHWA-NJ-2003-30), Draft April 2007, this report was published as a first draft entitled Parking Matters: Designing, Operating and Financing Structured Parking in Smart Growth Communities July 2006.

This study addresses the issues and opportunities associated with the conversion of surface parking lots to structured parking, structured around three main sections: planning, designing and stewardship. It addresses community concerns and processes, alternative parking strategies, design and engineering aspects of parking structures, as well as financing options. New Jersey examples are cited. A literature search section is included.

Statewide Transit-Oriented Development (TOD) Study, Factors for Success in California, Parking and TOD, Challenges and Opportunities, (Special Report); California Department of Transportation, February 2002.

This report provides an overview of available information regarding the extent to which parking for various uses can be reduced at transit stations, including bus, light rail transit and commuter rail stations. The report identifies the benefits gained from reduced parking supplies and addresses the following parking management strategies: Shared parking, district parking, in-lieu fees, satellite parking, carpool parking, transit pass programs, unbundling housing and parking, car sharing, and robotic garages. It also assesses various municipal and regional approaches to providing parking. (24 references)

Parking and TOD: Challenges and Opportunities. John Boroski & Topaz Faulkner, Caltrans Special Report – February 2002.

This report indicates that TODs offer significant opportunities to reduce the number of parking spaces by 12% to 60% below conventional parking requirements for retail, office and residential land uses. A generalized process for developing a local parking program for TOD projects is offered.

http://www.dot.ca.gov/hq/MassTrans/doc_pdf/TOD/Parking%20and%20TOD%20%20Report.pdf

Todd Litman, Parking Management. Strategies, Evaluation and Planning, Victoria Transport Policy Institute, February 2006.

The report describes in detail 21 different parking management strategies using several examples and providing guidance on how to develop an integrated parking plan and how to implement the parking program. The report summarizes the book “Parking Management Best Practices”, published by Planner Press in 2006. (75 references)

Parking Spaces / Community Places. Finding the Balance Through Smart Growth Solutions, U.S. Environmental Protection Agency.

The report reviews parking demand relating to land use and transportation factors, discusses the cost of parking in financial and environmental terms, and presents a selection of policies for flexible parking requirements. 6 case studies (89 references)

Robin Zimble, Driving Urban Environments: Smart Growth Parking Best Practices, Governor’s Office of Smart Growth, Maryland.

The study presents an overview of parking strategies in the context of smart growth, looking at managing parking demand and supply, designing parking facilities that fit the smart growth concepts, and financing for both private and public parking structures. (28 references and 20 websites.)

LAND USES AND DESIGN: WHAT FEATURES SUPPORT TFDs BEST

Influence of Land Use Mix and Neighborhood Design on Transit Demand, TCRP Project H-1 – Transit and Urban Form – Parsons, Brinckerhoff, Quade and Douglas, Inc. Dr. Robert Cervero, Howard/Stein-Hudson Associates, and Jeffrey Zupan – March 1996.

This report, one of a number for the project, examines the relationship of the residential built environment on transit patronage. The report concludes that density explains more of the variability in transit use than land use mix or urban design. It concludes that land use mix does, to some extent have an impact on transit use and that density and land use mix are interrelated. It concludes that it is difficult to isolate specific design features, but when bundled as traditional and non-traditional neighborhoods, they do influence the choice of non-work trips.

Hidden in Plain Sight: Capturing the Demand for Housing Near Transit – Reconnecting America and Center for Transit-Oriented Development- September 2004.

This report documents the huge potential for residential development near America's 3,400 rail stations. The report acknowledges that achieving this goal will depend on the ability to deliver attractive and affordable housing, and on public policies that encourage such development, including parking, zoning, and place-making.

Travel and Transit Use at Portland Area Transit-Oriented Development (TODs) – Final Technical Report TransNow Budget No. 821528-4 -- Jennifer Dill, Portland State University – May 2006.

This report presents finding of a travel survey given to residents living near four stations along Portland's MAX light rail line. The findings generally support the idea that TODs encourage more transit riding, that distance to the station influences the choice of access mode, that a pleasant walking environment increases the likelihood of walking longer distances, and that a greater mix of non-work locations near the stations increases the likelihood of walking to such destinations. (eight references)

Marc Schlossberg and Asha Weinstein – How Far, by Which Route, and Why? A Spatial Analysis of Pedestrian Preference – paper presented to 2007 Transportation Research Board Annual Conference.

This paper determined that people are willing to walk farther to reach light rail stations than previously assumed, and that time and distance are the most important factors in determining willingness to walk, and secondarily the amenities along the way, safety and avoidance of red lights are factors.

Realizing the Potential: Expanding Housing Opportunities Near Transit - Reconnecting America's Center for Transit-Oriented Development -- Report for the FTA and HUD – 2007.

This report, based on study of five regions – Boston, Charlotte, Denver, Minneapolis, and Portland – documents that households living near transit have lower transportation costs,

only 9 percent of their budgets, while those in auto-oriented environments spend 25 percent of their household budget on transportation.

The report makes five major recommendations

- Identify and utilize TOD opportunities in the region and along transit corridors;
- Provide incentives that help catalyze the market for mixed-income TOD;
- Remove regulatory barriers to higher-density mixed-income development.
- Coordinate housing and transportation plans and investments;
- Improve local capacity, partnerships and data collection.

The full report is available at www.reconnectingamerica.org

TOD's Evil Twin: Transit Adjacent Development – Tim Halbur, Reconnecting America – Sustainability Concepts: A Supplement to Mass Transit, June 2007.

This article argues that the limited successes of some TODs are a result of the vestiges of auto-oriented development that inhibited the features most necessary to make TODs work.

NJ Transit, Planning for Transit-Friendly Land Use, A Handbook for New Jersey Communities, New Jersey Department of Transportation, June 1994

This handbook describes strategies, techniques and tools to improve the relationship between land use planning and transit toward the creation of more pedestrian and transit friendly communities. The book features practical examples and implementation tools ways addressing all modes of transportation for transit friendly development in New Jersey (annotated bibliography: 114 references)

Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects, TCRP Report 102, January 2004.

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Travel Characteristics of Transit-Oriented Development in California. Hollie Lund, Robert Cervero & Richard Willson, January 2004.

Data were collected from sites along light, heavy, and commuter rail lines in California's four major regions. Findings demonstrated that TOD residents, TOD office workers, and hotel patrons in TODs all use rail transit more frequently than the average for the same cities. The report provides information on station characteristics, demographics, employment characteristics, residential location, commuting cost and transportation incentives for TOD sites.

<http://www.csupomona.edu/~rwwillson/tod/Pictures/TOD2.pdf>

http://www.csupomona.edu/~rwwillson/tod/APApres_files/frame.htm

Transit Access and Land Value, Modeling the Relationship in the New York Metropolitan Area, US Department of Transportation, Federal Transit Administration, September 1993.

This report presents the findings of a study on the relationship between land value and transit access in the New York Metropolitan area as a precursor for policy and financing recommendations, service characteristics and density settings. This study was the input for the third Regional Plan undertaken by the Regional Plan Association (17 references)

DRAFT

IMPLEMENTATION - REQUIRED ACTIONS AND RESPONSIBILITIES

Value Capture: How to Get a Return on the Investment in Transit and TOD -Gloria Ohland, Reconnecting America.

This paper presents examples of successful value capture programs including the traditional approach of direct charges in the form of property and sales taxes, lease and sales revenues, and fees from parking. The paper then discusses more specialized tools such as tax-increment financing, special assessment districts, equity participation, and public private partnerships. It gives numerous examples of the implementation of these strategies. The paper concludes with the presentation of some added ideas that have not yet been tried in the value capture arena.

MTC Resolution 3434 TOD Policy for Regional Transit Expansion Projects.

This resolution adopted by the regional transportation agency establishes requirements that transit corridors and station areas must meet with respect to the number of housing units in their respective areas as a condition of funding. The resolution also established requirements for design, parking policies, and corridor working groups. This is the only known government requirement regarding land use tied to transit. See MTC website www.mtc.ca.gov for more information.

BART Statement on TOD Policy – Adopted July 14, 2005.

This a succinct two page statement from the BART Board of Directors listing the goals of TODs, and the land use, process, and financial strategies necessary to achieve them.

Building a Transit-Friendly Community – NJ TRANSIT with support from Project for Public Spaces, Regional Plan Association et al.

This report discussed the lessons learned while working with communities in New Jersey with commuter rail and light rail stations to create more transit-oriented development and place-making environments. The lessons are organized around the topics of place-making, access, development, parking and community partnerships. The report is useful in suggesting approaches to take (and or avoid) in working with local communities.

FY 2008 New Starts and Small Starts Evaluation and Rating Process – Federal Transit Administration.

http://www.fta.dot.gov/documents/appenix_b_08_New_Starts_Eval_and_Rating-SS_Included.doc

This report describes the criteria that the FTA will used to evaluate projects for “new starts” funding. One of the more critical categories for evaluation is *Transit-Supportive Existing Land Use and Future Patterns* which explicitly includes consideration of existing land uses, transit supportive plans and policies, and performance and impacts of these policies near transit stations. Furthermore, the evaluation process for “small starts”, which includes bus rapid transit, emphasizes these land use criteria even more. This document is supplemented by *Guidelines and Standards for Assessing Transit-Supportive Land Use*, which provides additional detail on the process FTA uses to evaluate these land use. This document is posted on FTA’s website under *New Starts Project Planning and Development*:

http://www.fta.dot.gov/planning/newstarts/planning_environment_2620.html.

William Henderson, Ellyn Shannon, Karyl Berger, Where is the Metropolitan Transportation Authority on Transit Oriented Development?, Permanent Citizen Advisory Committee to the MTA, October 2006.

This report analyzes New York State, the New York Metropolitan Transportation Council's (NYMTC) and MTA policies and actions related to Transit Oriented Development. Inter-agency coordination and performance evaluation are lacking in New York State and the report, after analyzing approach and effectiveness of agency actions toward TOD project, offers recommendations to further the growth of TOD in New York State and the MTA region and to allow local communities and the MTA to share the benefits of TOD. The recommendations detail roles and strategies for each of the operating agencies of the MTA (10 references).

NJ Transit, Planning for Transit-Friendly Land Use, A Handbook for New Jersey Communities, New Jersey Department of Transportation, June 1994.

This handbook describes strategies, techniques and tools to improve the relationship between land use planning and transit toward the creation of more pedestrian and transit friendly communities. The book features practical examples and implementation tools ways addressing all modes of transportation for transit friendly development in New Jersey (annotated bibliography: 114 references)

Statewide Transit-Oriented Development (TOD) Study, Factors for Success in California, Parking and TOD, Challenges and Opportunities, (Special Report); California Department of Transportation, February 2002.

This report provides an overview of available information regarding the extent to which parking for various uses can be reduced at transit stations, including bus, light rail transit and commuter rail stations. The report identifies the benefits gained from reduced parking supplies and addresses the following parking management strategies: Shared parking, district parking, in-lieu fees, satellite parking, carpool parking, transit pass programs, unbundling housing and parking, car sharing, and robotic garages. It also assesses various municipal and regional approaches to providing parking. (24 references)

Transit Oriented Development Implementation, Community Choices, Quality Growth Toolkit, Atlanta Regional Commission.

This report offers guidance for TOD implementation and highlights the role of TOD in achieving smart growth. It analyzes the relationship of the TOD with the comprehensive plan and its legal and administrative issues. The paper provides 5 case studies throughout the United States and three model ordinances for different TOD conditions. (14 references)

Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects, TCRP Report 102, January 2004.

The report provides a comprehensive assessment of the state of practice and benefits of TOD and joint development throughout the United States. It provides 10 case studies and assesses the level of collaboration between various partners, the impact of TOD on land values, the potential benefits of TOD and successful design principles and characteristics. It also analyzes TOD from the private sector perspective and the obstacles to implementing TOD (41 references)

Ten Principles for Successful Development Around Transit. Robert Dunphy, Deborah Myerson, & Michael Pawlukiewicz, 2003.

This report stresses the importance of developing partnerships, establishing market-driven retail, place-making, getting the parking right, varying residential options, incorporating buses, attracting corporate participation, etc.

Urban Land Institute web site under Policy Papers: <http://www.uli.org>

Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects. Robert Cervero, G.B. Arrington, Jane Smith-Heimer, Robert Dunphy et al., 2004.

This report details the TOD institutional landscape, implementation tools, funding and barriers to TOD, as well as the impacts on ridership and real estate markets. It provided in depth case studies of TOD in 10 urban areas in the US.

http://gulliver.trb.org/publications/tcrp/tcrp_rpt_102.pdf

Zoning and Real Estate Implications of Transit-Oriented Development. TCRP Legal Research Digest 12 - 1999.

This digest covers both the legal elements of TOD policies such as density and use regulations, transfer of development rights, and procedures for implementing TOD, as well as the legal basis for TOD, zoning authority, takings, environmental impact statements, intergovernmental agreements.

http://gulliver.trb.org/publications/tcrp/tcrp_lrd_12.pdf

Parking Spaces / Community Places. Finding the Balance Trough Smart Growth Solutions, U.S. Environmental Protection Agency.

The report reviews parking demand relating to land use and transportation factors, discusses the cost of parking in financial and environmental terms, and presents a selection of policies for flexible parking requirements. 6 case studies (89 references)

Todd Litman, Parking Management. Strategies, Evaluation and Planning, Victoria Transport Policy Institute, February 2006.

The report describes in detail 21 different parking management strategies using several examples and providing guidance on how to develop an integrated parking plan and how to implement the parking program. The report summarizes the book “Parking Management Best Practices”, published by Planner Press in 2006. (75 references)

Robin Zimble, Driving Urban Environments: Smart Growth Parking Best Practices, Governor’s Office of Smart Growth, Maryland.

The study presents an overview of parking strategies in the context of smart growth, looking at managing parking demand and supply, designing parking facilities that fit the smart growth concepts, and financing for both private and public parking structures. (28 references and 20 websites.)