



Resolution 3434 Transit-Oriented Development Policy

Interim Evaluation

July 14, 2006

MTC Planning Committee

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consulting associates

Resolution 3434 Transit-Oriented Development Policy

Three pillars

- ❖ Corridor housing thresholds
- ❖ Corridor working groups
- ❖ Station area plans

Evaluation requested after 12 months

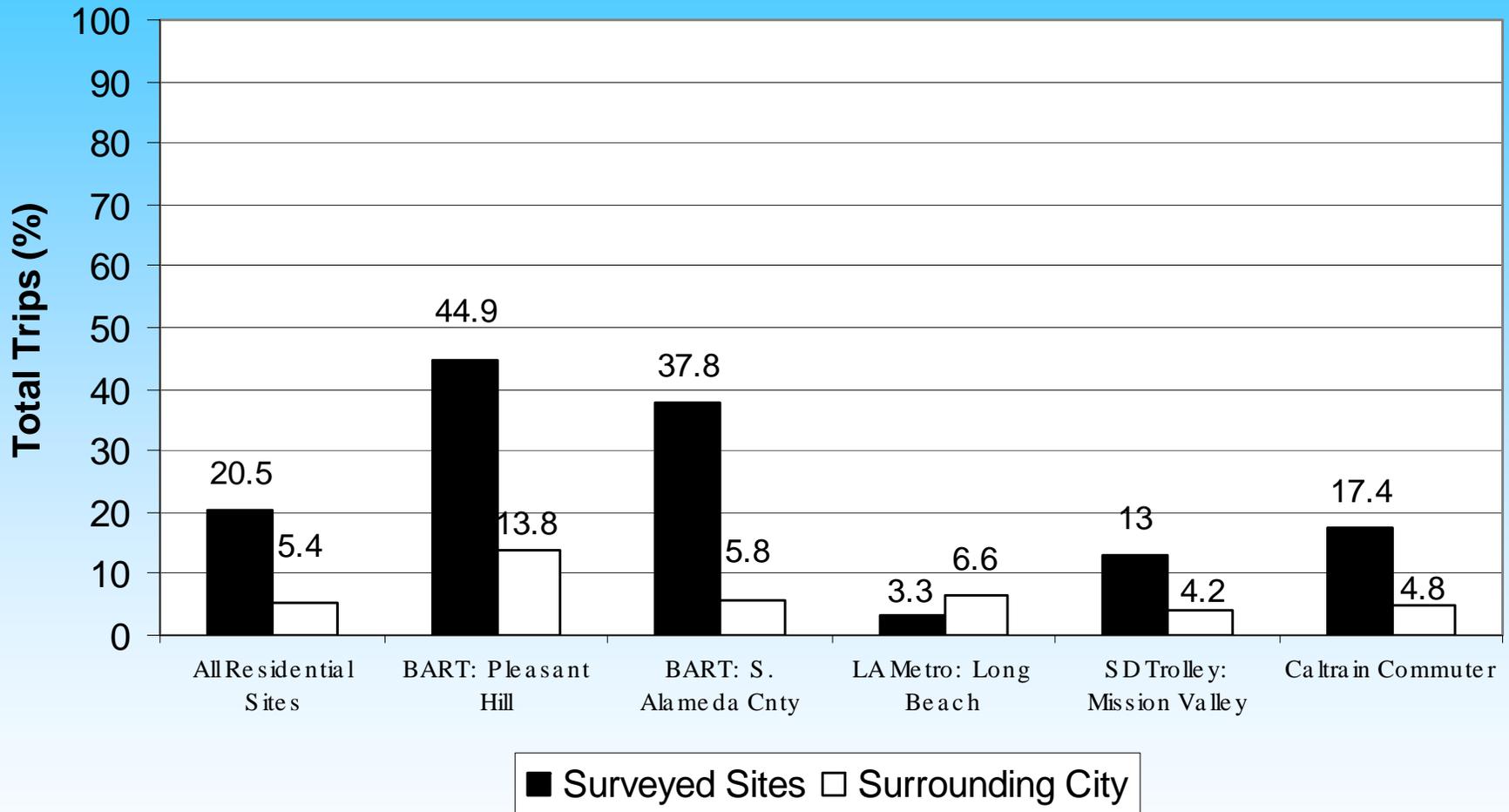
Technology	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	750

Ridership Impacts of Transit-Oriented Development

- “Given the preponderance of evidence, the ridership benefits of TOD are unassailable.”
 - Transportation Research Board review
- Well-designed TOD can boost ridership by 5-6 times
- Other factors magnify ridership benefits
 - Higher density
 - Reduced parking and parking charges
 - Constrained auto infrastructure
- Greatest benefits within ½ mile radius
- TOD promotes system efficiency
 - Off-peak trips
 - Little marginal cost to transit operators

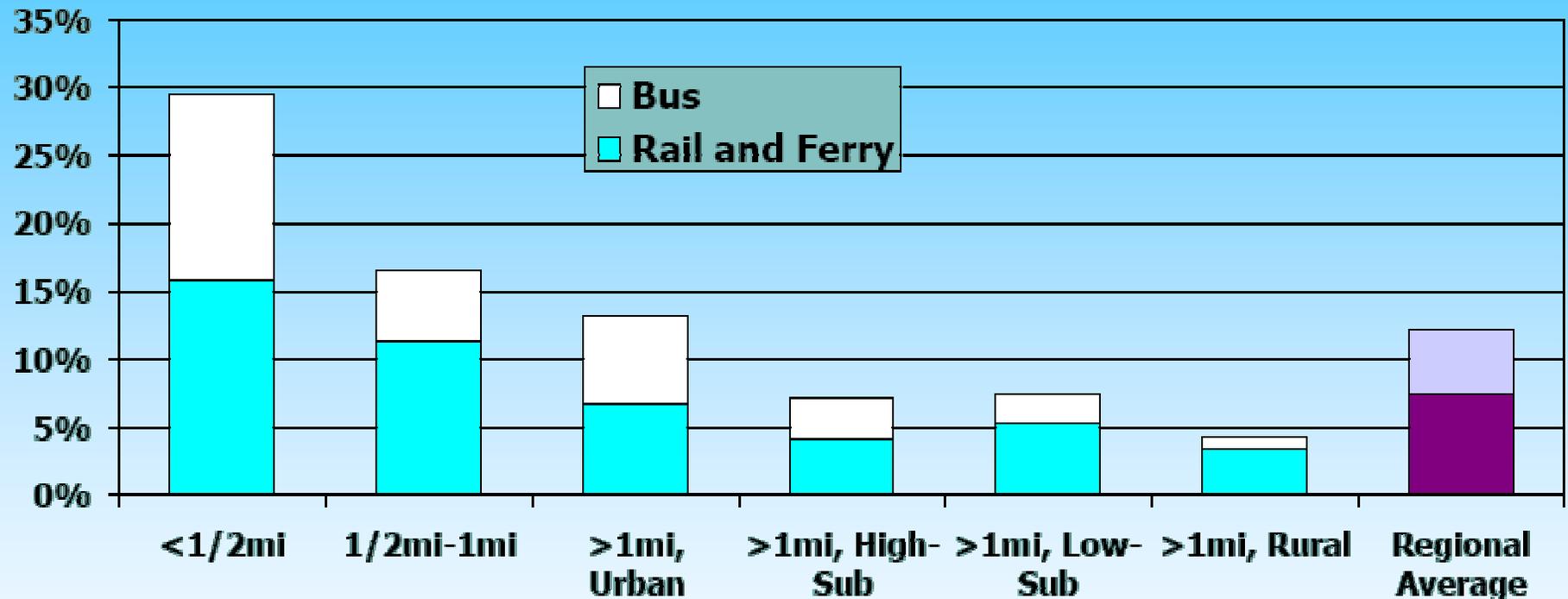


TOD Residents' Transit Mode Shares



Source: Lund, Cervero & Willson, 2004

Transit Shares: Home-Based Work Trips

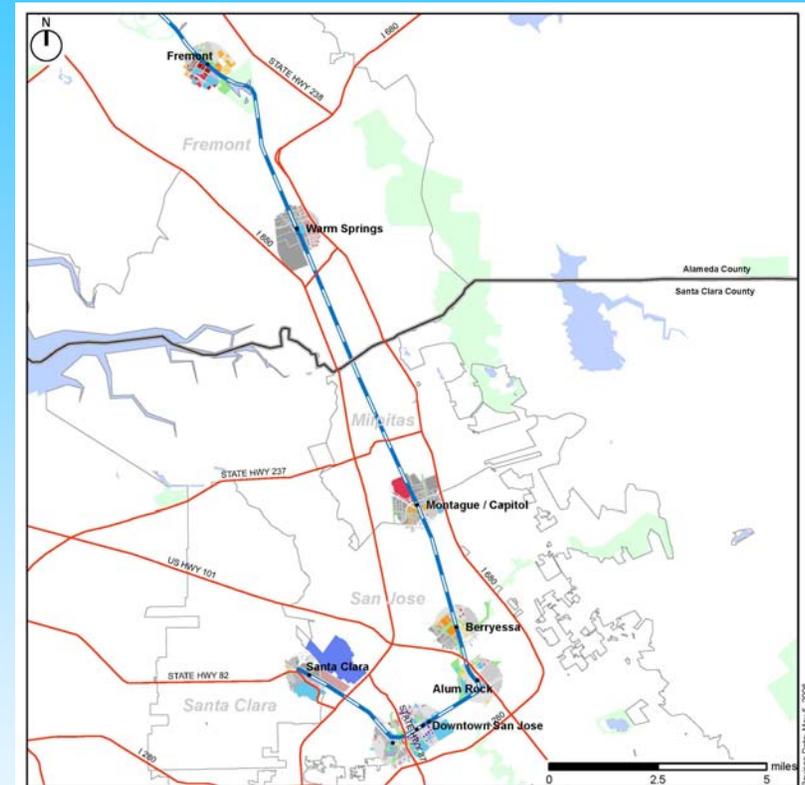


Source: Gossen (2005). Categories refer to distances from rail station or ferry terminal.

Corridor Housing Thresholds

Thresholds are achievable

- ❖ Some corridors have straightforward path (e.g. Dumbarton Rail)
- ❖ In other corridors, continued planning required
- ❖ Thresholds can be met with modest increases in density
- ❖ Too soon to judge impact on affordable housing
- ❖ Land-use conflicts are not precluding meeting thresholds
- ❖ Employment thresholds are not appropriate
- ❖ Land banking not yet addressed



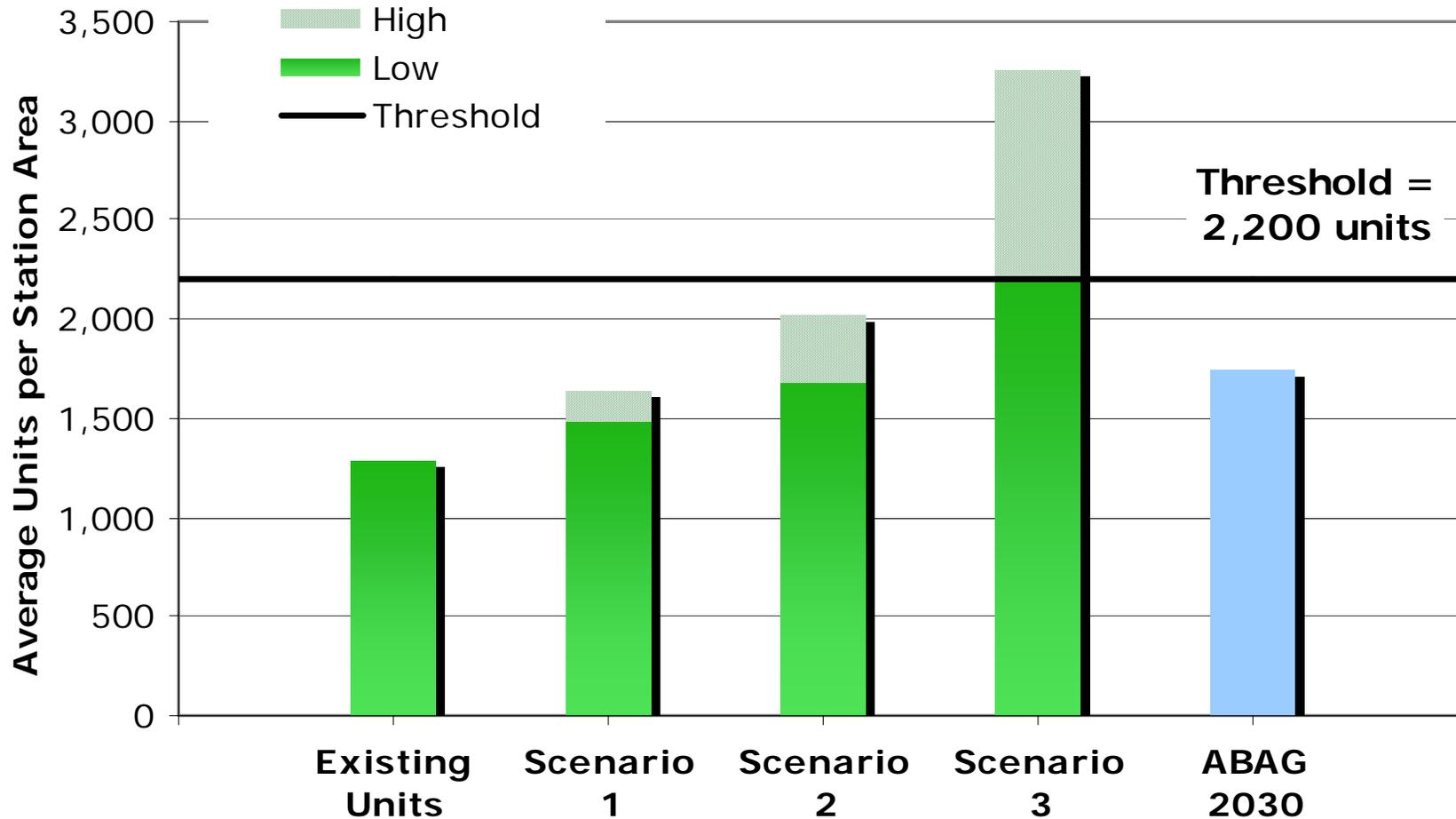
Legend

Residential (up to 10 du/ac)	Office	BART Alignment
Residential (10 - 20 du/ac)	General Commercial	County Boundaries
Residential (20 - 40 du/ac)	Commercial / Industrial	Major Road
Residential (more than 40 du/ac)	Light Industrial	
Mixed Use (10 - 25 du/ac)	Heavy Industrial	
Mixed Use (25 - 50 du/ac)	Public Facility	
Mixed Use (50 - 100 du/ac)	Transit / Station / Airport	
Mixed Use (more than 100 du/ac)	Park / Open Space	

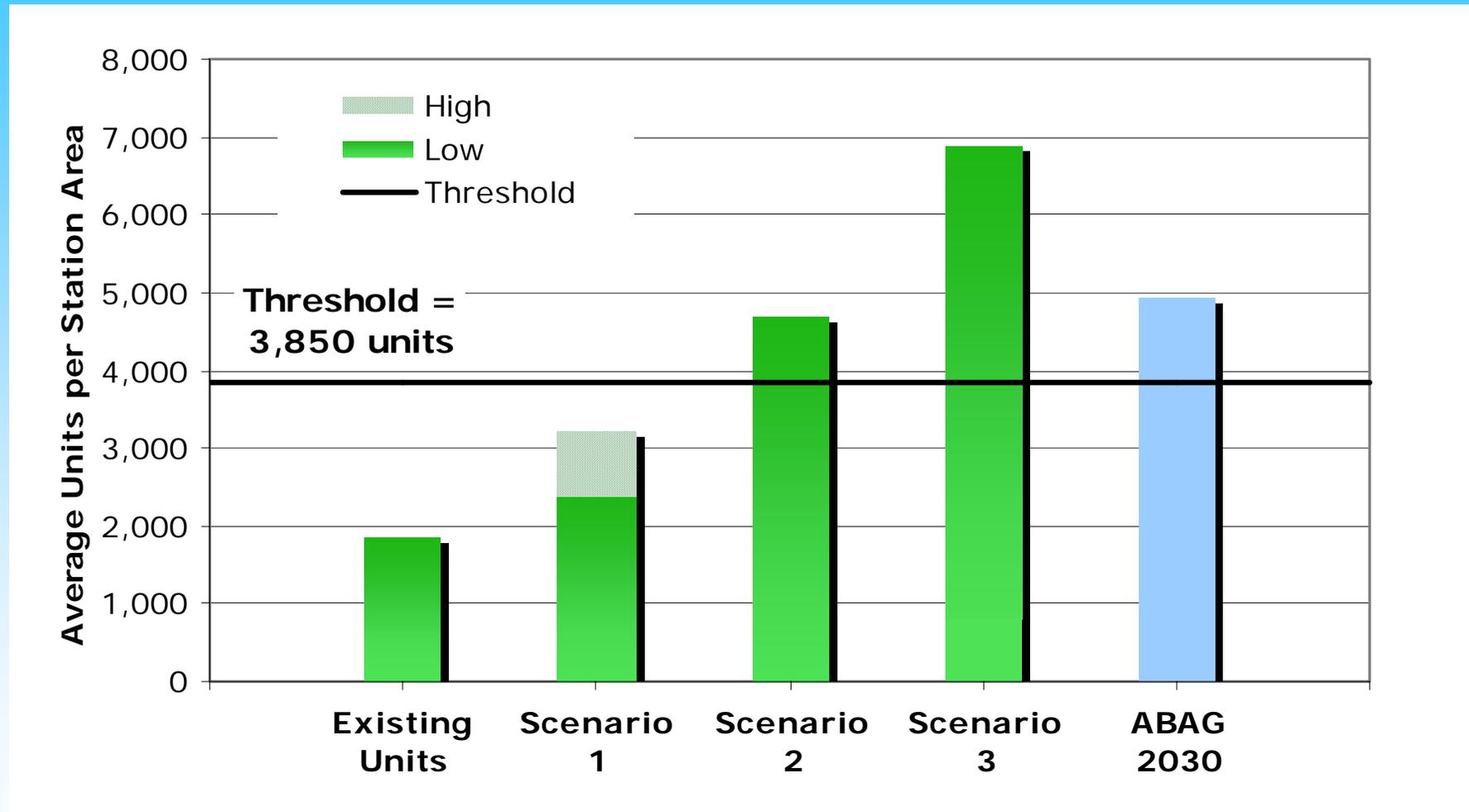
Corridor Performance – July 2006

Corridor	Threshold (Housing Units)	Currently achieved?	Achieved with adopted plans?	Achieved with TOD scenario?
eBART	2,200	No	No	Likely with long-term TOD
Silicon Valley Rapid Transit	3,850	No	No	Yes, with moderate TOD
AC Transit Bus Rapid Transit	2,750	Yes	--	--
Caltrain Downtown Extension	2,200	Yes	--	--
Muni – New Central Subway	3,300	Yes	--	--
Sonoma-Marin Rail (SMART)	2,200	No	No	Yes, with long-term TOD
Dumbarton Rail	2,200	No	Likely, once plans adopted	---
Expanded Ferry Service	750	Varies		

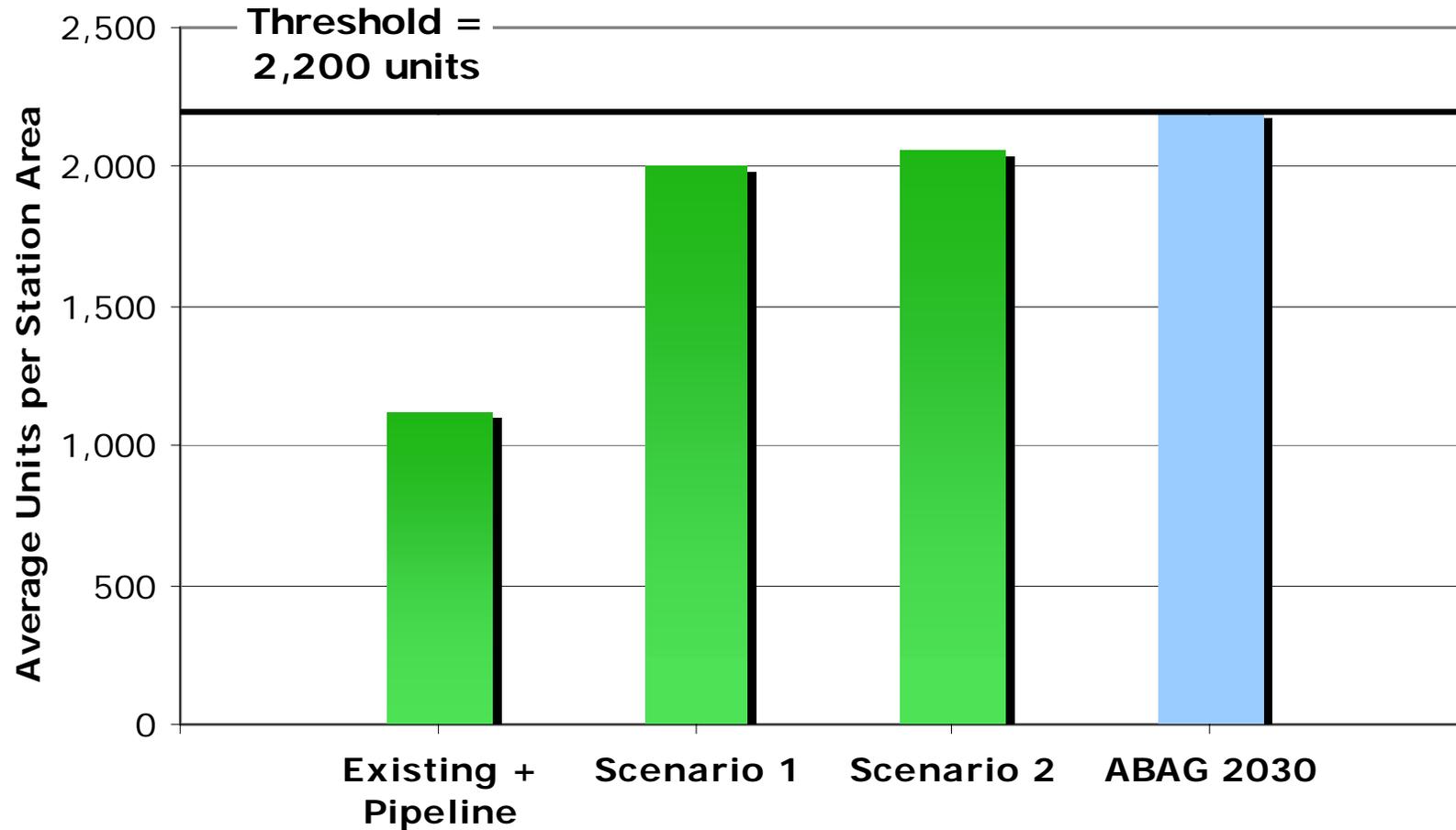
Potential Station Area Housing - SMART



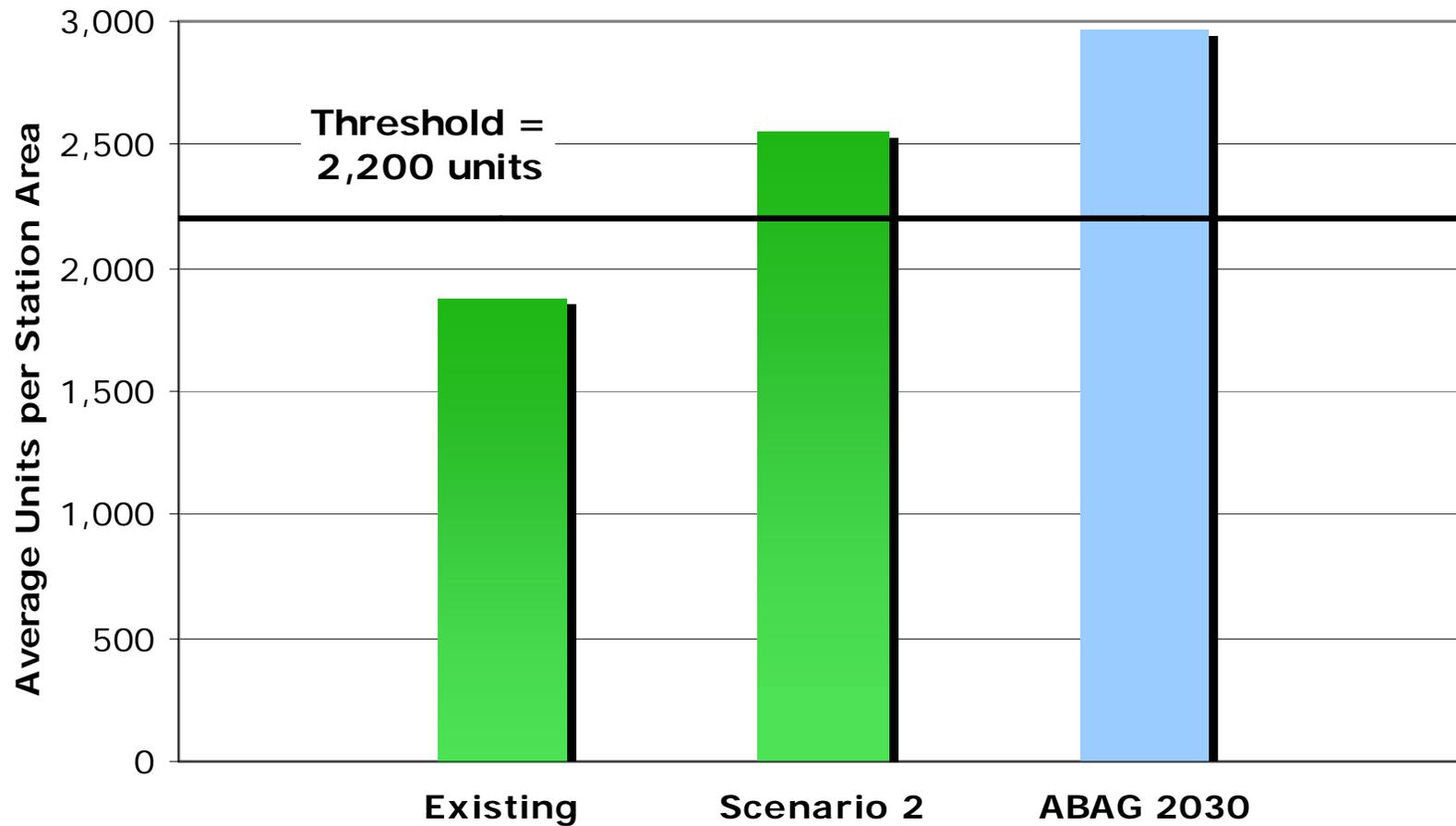
Potential Station Area Housing - SVRT



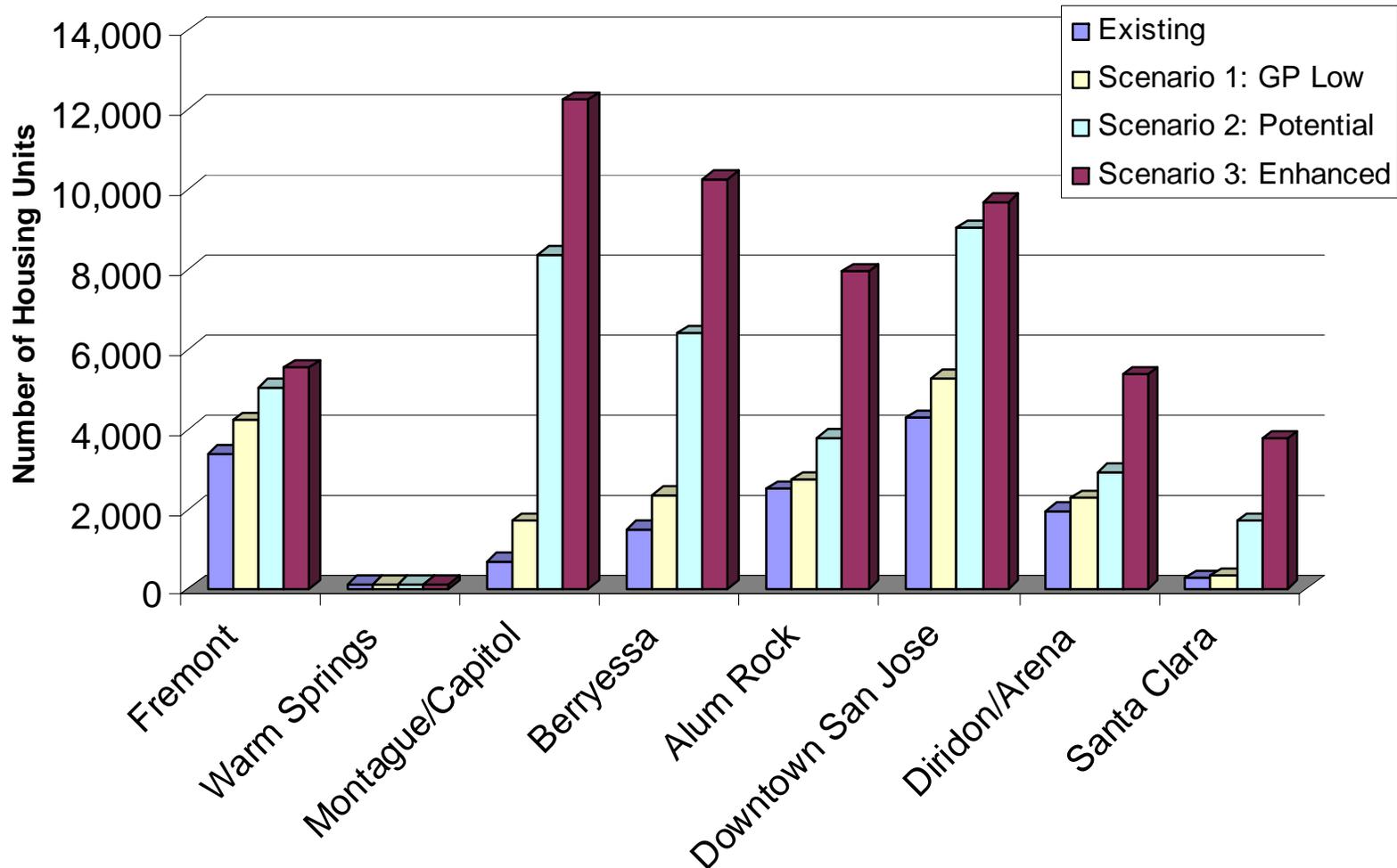
Potential Station Area Housing - eBART



Potential Station Area Housing – Dumbarton Rail



Land Use Conflicts: BART to San Jose/Santa Clara



Corridor Working Groups

- Role: bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders
- Too soon to evaluate effectiveness
- Potentially difficult decisions have yet to be taken
- Little incentive to meet once housing threshold met
- Potential additional tasks
 - Allocate potential incentive funding
 - Determine how to maximize ridership and meet farebox recovery criteria
 - Prioritize access improvements
 - Determine station role

Station Area Plans

- Role: address range of issues, including:
 - Future land-use changes
 - Station access needs
 - Circulation improvements
 - Pedestrian-friendly design
 - TOD-supportive parking
 - ADA accessibility
- Pilot cycle currently underway
- Preliminary indications – changing way in which local jurisdictions think about their stations
- Emerging as critical to TOD policy
- Grant recipients note supportive influence of MTC TOD policy

MTC-Funded Station Area Plans: Pilot Cycle

Hacienda

Alameda Point

Fairfield

Menlo Park

Pittsburg –
Railroad Ave

San Leandro

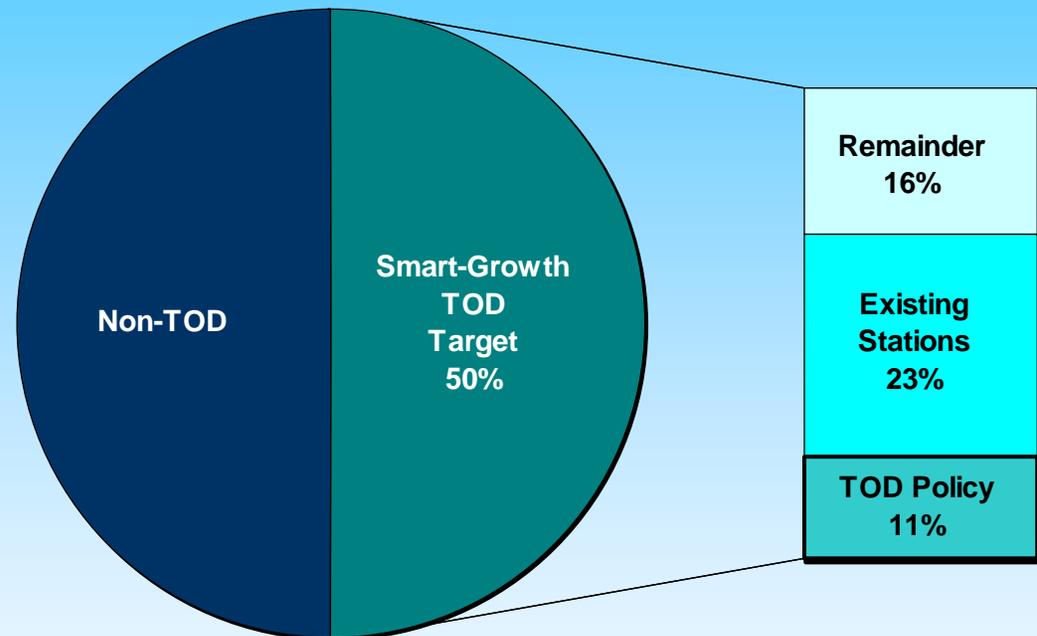
Santa Clara

Downtown Santa Rosa

Incentives for Additional Housing

- How to spur corridors to go above and beyond housing threshold?
- Potential incentives
 - Redirect existing funding (e.g. HIP)
 - Use potential new funding sources – bonds on 2006 ballot
- Direct incentives to stations/corridors that significantly exceed housing threshold
- Reduce the potential for cities to reverse land-use decisions

Growth to 2030



Other Conclusions

- TOD has broad benefits for both transit ridership and transit efficiency
- TOD Policy complements other policies that promote transit ridership
 - BART System Expansion Policy
 - Federal New Starts criteria
 - Regional Measure 2 farebox recovery
- Meeting TOD policy goals represents only part of the effort needed to ensure new transit extensions maximize ridership
- Too early to analyze the full implications of the TOD policy





Questions?

Comments?

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