

TOD and Metro: Roles for Transit, Citizens, and Local Government



The background of the slide is a detailed architectural sketch of a city street scene. It shows multi-story buildings with windows and balconies, trees lining the sidewalks, and several figures of people walking. A car is parked on the street. The drawing is done in a light, sketchy style with fine lines and some shading. The title 'Today's Talk' is overlaid on the top right of this sketch.

Today's Talk

- Framing the challenge
 - Metro and the region
 - Affected communities
 - Local government
 - Addressing challenges
- 
- A solid, medium-blue horizontal bar spans the width of the slide at the bottom, serving as a design element.



Benefits of Transit

- Rail removes 600,000 cars/day from our roads; 75 million gallons of gas/year; 10,000 tons of air pollution
- Eliminates the need for 1,400 highway lane miles

Characteristics of Transit-Oriented Development

- Fairfax County Transit-Oriented Development (TOD) Committee
- Compact and walkable
- Not dominated by the car
- Safe & attractive
- Complements surroundings
- Contains a mix of uses
- It's not any one single thing...



Benefits of TOD

An architectural sketch of a street scene, likely illustrating a Transit-Oriented Development (TOD) project. The sketch shows a multi-story building with a covered walkway, a street with a car, and several people walking. The drawing is done in a light, sketchy style with some shading.

- **Quality of Life**
- **Increased Mobility Choice**
- **Reduced Congestion**
- **Conservation of Land and Open Space**
- **Health Benefits**
- **Enhanced Sense of Community**
- **Economic & Social Benefits**
- **Jobs-Housing Balance**
- **Redevelopment Opportunities**

Framing the Challenge

- From last week's Otis White's Urban Notebook:

"How does adding large numbers of people to a neighborhood benefit those who are already there? It is...the question that haunts smart growth and, if unanswered, threatens to derail the entire movement.

- <http://www.governing.com/notebook.htm>

Why WMATA Interest?

- **Generally, to increase ridership and revenue, while**
 - ▶ Minimizing stresses at peak
 - ▶ Increasing off-peak travel
 - ▶ Increasing contra flow travel
 - ▶ Improving farebox recovery
 - ▶ Increasing traveler choices
- **Support infrastructure investment**

WMATA Roles

- Station access plans
- Station area plans
- Joint development
- Participation in local and regional planning processes
- Testimony
- Information sharing (e.g., TPB, community meetings)



How is TOD of Interest to Communities?

- **Improved quality of life...it's not just about transportation**

- ▶ **Increased safety, certainty, independence, options, and health for everyone...**

- ▶ **...but seniors, kids, and disabled particularly**

- ▶ **Reduced traffic**

- **Increased values**





What Community Issues Does TOD Raise?


- **Competing views of community character**
- **Apprehension about TOD**
- **Imposition of outside vision**
- **Loss of control & uncertainty**
- **Disruption**
- **Parking and traffic**

Community Responses

- **Community concerns are legitimate and paramount**
- **Burden of proof on “change agents” to assure projects meet community needs**
- **Openness to explore options that meet both public *and* community need**
- **Ability to articulate general conditions under which projects can take place**
 - ▶ **Avoid starting conversations with specific solutions**
 - ▶ **Just because an issue is first defined as a transportation problem, doesn't mean a transportation solution is needed...expand conversations**

Local Government and TOD

An architectural sketch of a city street scene. The drawing shows multi-story buildings with windows and balconies, trees, and people walking on the sidewalks. The style is a light, sketchy line drawing with some shading. A vertical yellow line is on the left side of the image.

- Promotes revitalization
 - Strengthens and diversifies tax base
 - Reduces incremental traffic impacts of growth
 - Can bring urban-style amenities and more transportation choices to suburbs
- 



Local Government Roles

- **Planning, Zoning, Development Review**
- **Depending on jurisdiction:
streetscapes, transit, signals, parks**
- **Potential to identify issues that other
public agencies can address (e.g.,
State DOT, school district, etc.)**

Addressing Challenges

- **Fairfax County TOD Committee**
- **Tyson's Task Force**
- **Franconia-Springfield Station Area Planning**
- **Largo Town Center SAP**
- **TPB's Transportation Land Use Connection (TLC) initiative for smart growth planning**
- **Metro's Joint Development Task Force**



Partnership Approaches

- **Broader scale visioning--not just transit land**
- **Agencies with policy interests take leadership roles**
- **All key stakeholders deeply involved in analysis**
- **Resources targeted to areas of greatest uncertainty**

Lessons Learned



- Yielding control yields results
- Accommodating multiple interests in a bound space yields TOD outcomes
- Bringing planning and implementation together is critical to success
- “Planning” means different things to different people...
- Listen carefully...for meaning and opportunities

Online Resources

- <http://www.fairfaxcounty.gov/planning/tod.htm>
- <http://www.mncppc.org/cpd/PDFs/westhyattsvillefinal.pdf>
- http://www.mncppc.org/cpd/PDFs/New_Carrollton_TOD_Study.pdf
- http://www.mncppc.org/cpd/central_avenue_ppt.htm
- <http://www.wmata.com/bus2bus/jd/jointdev.cfm>
- [http://www4.trb.org/trb/crp.nsf/reference/boilerplate/Attachments/\\$file/25-25\(20\)_FR.pdf](http://www4.trb.org/trb/crp.nsf/reference/boilerplate/Attachments/$file/25-25(20)_FR.pdf)

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Process-based TOD Checklist

- 360 degree stakeholder involvement?
- Have interests been clearly drawn out and articulated in a problem-solving atmosphere?
- Have trade-offs been explicitly addressed?
- Have planning and implementation tools been used to resolve issues, as opposed to being ends in themselves?
- Has the area been viewed as a system?
 - ▶ Have problems in one dimension been solved in another dimension?
 - ⊕ Land value – flood plain; pedestrian safety vs. intersection throughput
- Can all stakeholders see their contribution?

Checklist (more)

- Walk-arounds?
- What is the place telling you?
- Interactive visualization?
- Pedestrian and biking needs balanced with vehicles?
- Simultaneous vs. linear problem-solving?
- Economic analysis (market, finance...)
- Green elements considered? LEED?

Challenges of Partnership

- Many cooks are needed, but who's the chef?
 - ▶ Who has the lead and at what point?
- Lead agencies have to balance their goals, values, perspectives, and tools with those of others, and dedicate resources for all
- Partners and stakeholders need to be given meaningful role in project and problem definition, and in project management
- A big step into the void...