

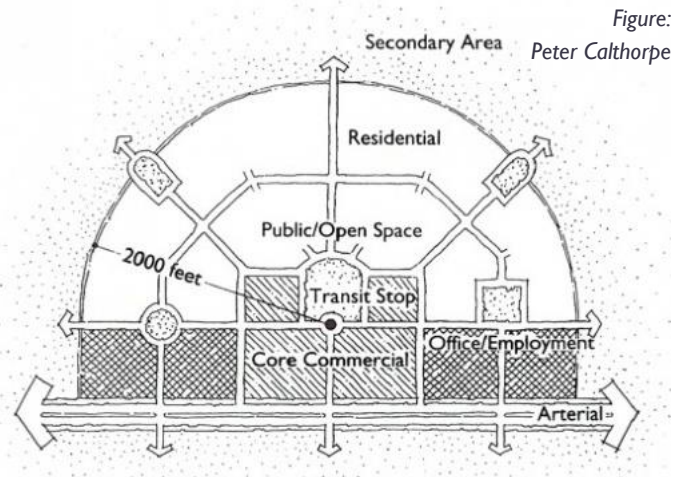
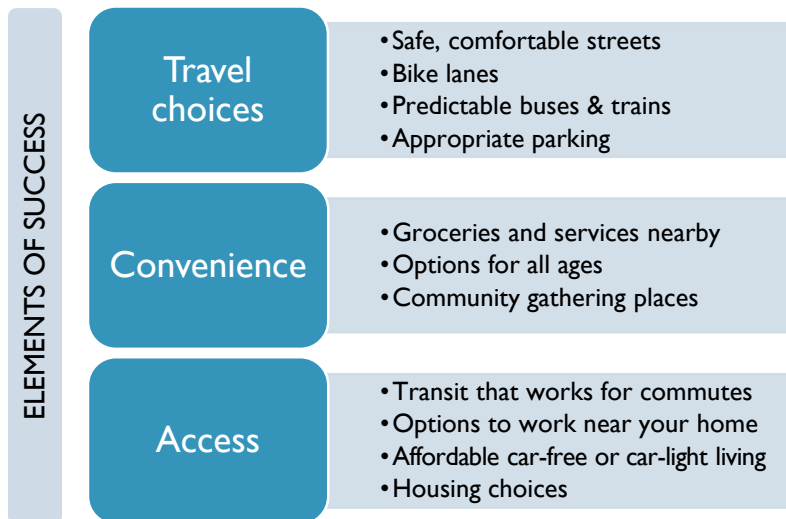
Principles and Practicalities of Transit-oriented Development in New Castle County

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WHAT IS TRANSIT ORIENTED DEVELOPMENT?

TRANSIT-ORIENTED DEVELOPMENT or TOD is a **mixed-use** residential and commercial area designed to make public transit successful, walking and bicycling **convenient and safe**, and provide for a **vibrant, livable community**. A TOD is typically defined to include land uses within $\frac{1}{4}$ - $\frac{1}{2}$ mile of a transit station or stop.



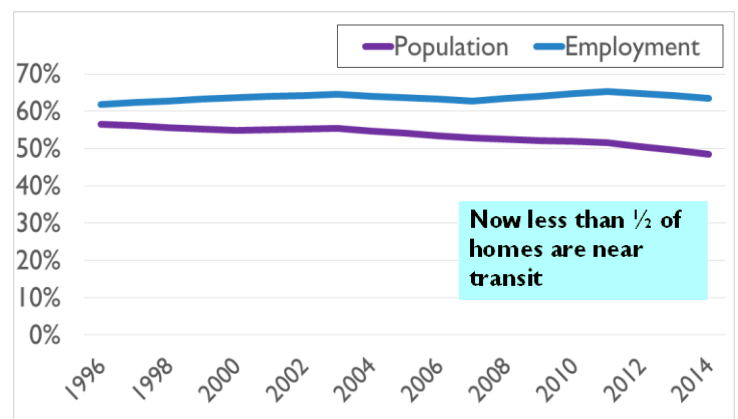
TRANSIT + DEVELOPMENT \neq TOD

TOD IS NOT JUST DEVELOPMENT NEAR TRANSIT. IT'S DEVELOPMENT THAT ALSO: • Increases "location efficiency" so people can walk, bike and take transit; • Boosts transit ridership and minimizes the impacts of traffic; • Provides a rich mix of housing, jobs, shopping and recreational choices; • Provides value for the public and private sectors, and for both new and existing residents; • Creates a sense of community and of place.

Transit without accompanying pedestrian routes to destinations leads to unappealing and unsafe conditions for riders. Image arrington@pbworld.com

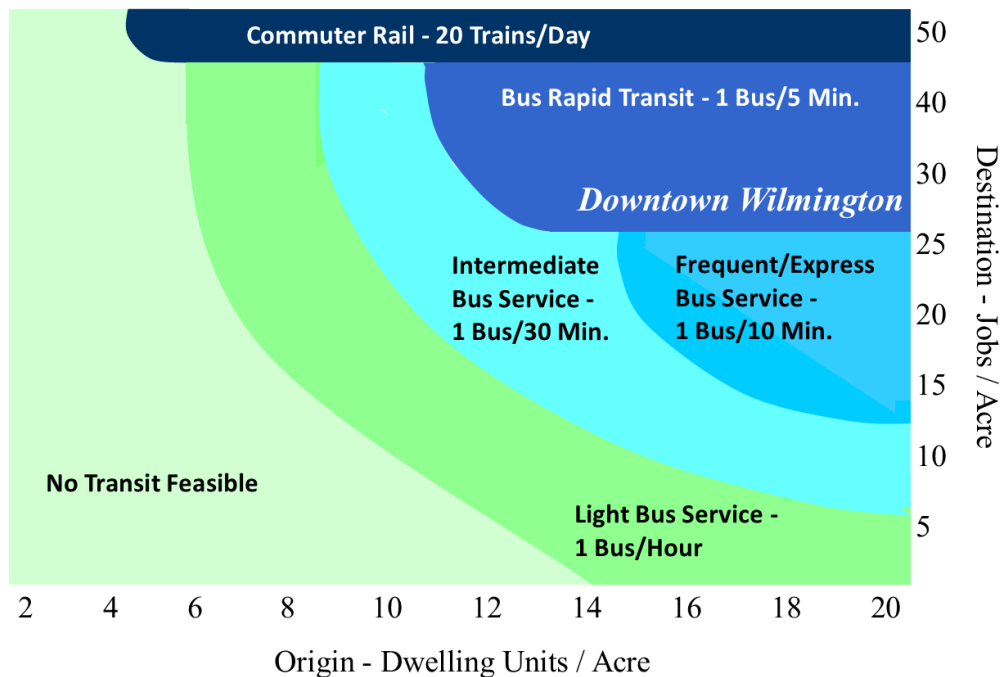


Decreasing percent of New Castle Co. homes are near transit, and slightly increasing percent of jobs near transit. Source: WILMAPCO 2014 Regional Progress Report



NOT JUST FOR TRAINS: SUBURBAN TOD

Transit & Land Use Density Matrix



TOD is a critical ingredient for a successful commuter rail system, and will also benefit bus routes. Creating neighborhoods and corridors with higher densities, mixed land use and connections to transit creates populations that are more likely walk, bike or use transit. Higher densities of development make higher quality transit cost effective.

Source: WILMAPCO 2030 Regional Transportation Plan



Historic districts in New Castle County feature walk, bike and driver friendly land uses, as they predate the automobile. Drive-up development (DUD) patterns, favoring motor vehicle access only, took decades to build, encouraged auto-oriented zoning and land use policies, and road design guidelines.

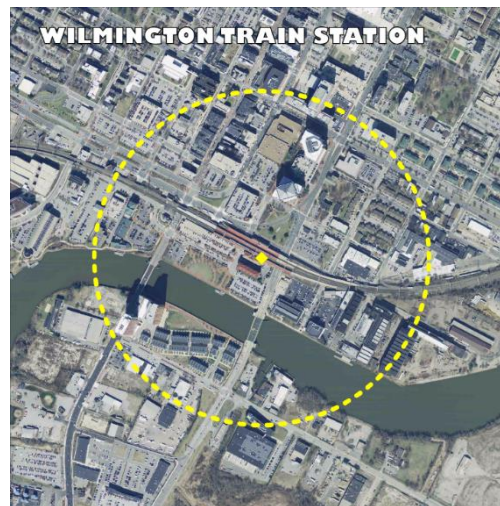
Transformation of arterial corridors dominated by DUD will likely require an incremental approach to public infrastructure investment and private land redevelopment.

TOD along bus routes can be designed similarly to that along train lines, with nodes of walkable, concentrated development separated by open space and/or auto-focused development.

DEVELOPMENT NEAR TRANSIT IN NEW CASTLE COUNTY

Radii of ¼ mile around train stations in New Castle County include a mix of dense employment, parks and residential areas in Wilmington. Newark Train Station is being developed as the first intentional TOD locally, as the STAR Campus includes office, with future residential, retail and open spaces. Meanwhile, Claymont and Churchmans Crossing stations have few places within an easy walk.

Elsewhere, places like Tri-state Mall hold tremendous potential for TOD; more than 500 bus-riders board buses at Tri-state Mall on the average weekday, but lacking pedestrian connections and private investment, the area has failed to thrive economically.



Maps show a ¼ mile radius around commuter rail stations in New Castle County.

RESOURCES

WILMAPCO Regional Transportation Plan, www.wilmapco.org. Recommended actions that support TOD include

- Encourage increase density and future growth in Center and Core Transportation Investment Areas.
- Ensure access to public transportation and fund strategic improvements to transit.
- Develop a complete and safe nonmotorized transportation network.
- Reduce transportation costs.
- Plan for livable, sustainable and prosperous neighborhoods.

FAST Act (Fixing America's Surface Transportation Act), www.transportation.gov/fastact, US 5-year transportation authorization promotes the funding of TOD projects.

Center for Transit-Oriented Development, www.ctod.org/tod-ucation.php

University of Delaware, Complete Communities Toolbox, www.completecommunitiesde.org

Maryland TOD Initiatives, www.mdot.maryland.gov/newMDOT/Planning/TOD/index.html

New Jersey Transit Village Initiative, www.state.nj.us/transportation/community/village/index.shtml

Pennsylvania Transit Oriented Development Toolkit, <http://www.ppta.net/todtoolkit/index.html>

EXAMPLES OF TOD



TOD with municipal building, shops, museums, theatre at Uptown Station in Normal, Illinois, recipient of a 2010 DOT TIGER grant
www.transportation.gov/opportunity



Live where you shop – Safeway and apartments, Washington DC
urbanplacesandspaces.blogspot.com



Live where you shop – Walmart and condos, www.fairfaxcounty.gov



Dine where you ride - South Orange Station, South Orange, NJ, njtod.org



Green where you live and play – Glenwood Park, GA glenwoodpark.com



Green where you live and play—Denver, CO www.highlandsgardenvillage.net