



SCAN TEAM REPORT

NCHRP Project 20-68A, Scan 10-02

Best Practices For Addressing Access And Parking Needs Of Nonresident Users Of Rail And Intermodal Transportation Stations In Transit-Oriented Developments

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Executive Summary

A group of five transportation professionals from state departments of transportation in California, Connecticut, Michigan, Mississippi, and Washington set out to explore best practices for addressing the access and parking needs of nonresident users of rail and intermodal transportation stations in transit-oriented developments (TODs). Contact information and biographical sketches of the team members can be found in Appendix A and Appendix B, respectively.

A desk scan was conducted during the summer of 2012 to discover the range of practices for providing access and parking in TODs and to identify those locations that had successfully resolved tensions that arise among residents of the TODs, residents of the surrounding neighborhoods, and the people who need to access transit within the TOD.

From that initial scan, the team selected San Francisco, Los Angeles, San Diego, and Boston to delve into the experiences of transit and planning agencies in creating TOD communities and resolving access issues. The team invited the Denver Regional Transportation District to join the group in San Francisco to share insights from its TOD pilot project. The team sought input from federal, state, and local practitioners at each of the locations. Host agency profiles are included in Chapter 2.0.

Summary of Findings

In some cases, the team's findings ran counter to what the team believed was conventional wisdom about TOD practices and outcomes. For that reason, the scan team expanded its findings beyond the questions of parking and access because so many other issues cited in the report framed the eventual outcome.

In the cases examined, the study team found that private-sector markets drove TOD, rather than a set of greater-good outcomes, such as walkable communities or affordable housing. However, the high-value real estate markets in the areas the team visited, paired with state mandates such as those for affordable housing, allowed the transit agencies to leverage the attractive properties to accomplish some of those greater-good objectives.

The scan team came to view TOD as the outcome of a set of strategies and practices applied to development opportunities at or near high-volume or high-opportunity transit stations. The degree to which the development was transit oriented depended on the number of strategies that were successfully employed and other influences that limited—or enhanced—the result. Those influences included real estate values and market, the political climate, developer values, community values, and whether the primary objective was transit-related, revenue-related, or both. Key strategies included:

- Defining desired outcomes early in the process
- Leveraging assets
- Expanding the sphere of influence
- Keeping a long-term perspective
- Using a flexible approach that incorporates every available tool
- Balancing market demands and greater-good outcomes
- Tailoring TOD communications to the audiences and circumstances

In this report, the team makes two sets of recommendations, one for transit agencies and communities that are new to TOD and the other for the broader community of TOD stakeholders and TOD decision-makers. The team further recommends expanding the dialogue surrounding TODs to generate more realistic and productive expectations. Suggestions for further study include the latent value of transportation real estate assets and how mature TODs evolve.

The scan team suggests three primary means of disseminating its research results: a series of presentations and conversations to expand the dialogue about TODs, further research, and technology transfer workshops.