Transit Oriented Development Update

Transportation Committee Meeting
August 8, 2016

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TOD Policy Goals

- **Maximize the development impact of transit investments**
  - Community building
- **Support regional economic competitiveness**
  - More customers & employees connected to employment centers
- **Advance equity**
  - Housing affordability & good jobs accessible by transit
- **Support a 21st century transportation system**
  - Ridership & revenue

Blue Line TOD @ 46th Street
A Line service & routes
7, 9, 46, 74, 84, 436, 446

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TOD policy – Five strategies

- **Prioritize Resources**
  - Existing & planned transitways: Create TOD on Council-owned land
- **Focus on Implementation**
  - Public Property Database
  - Parking District Study
  - Childcare & Transit Study
- **Effective Communication**
  - TOD Topic Forums
  - Website resources
- **Collaborate with Partners**
  - Regional TOD Staff meetings
  - Gold Line TOD Pilot Planning Grant
- **Coordinate Internally**
  - Monthly Council staff working group
  - Meet with Project offices regularly

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Childcare & Transit Study

Study questions:

How much child care is available on good transit?

How much capacity exists & are there open slots?

Are there barriers to transit for people with children?

What are some possible strategies to improve transit access for child care customers?

Results

Childcare facilities are well distributed along the high-frequency transit network.

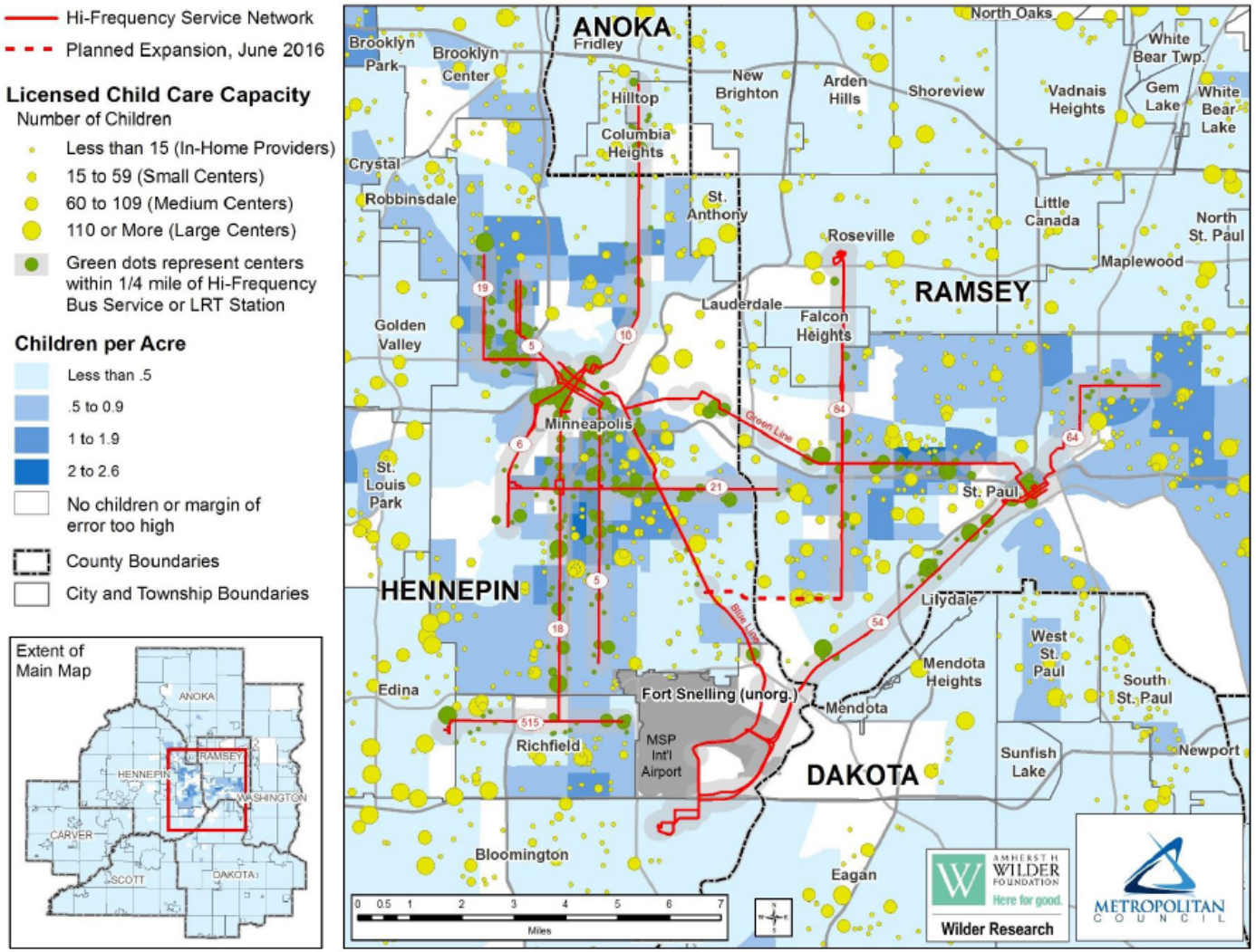
There are fewer child care spots than the number of children under age 6 whose parents work; this may or may not indicate a problem.

Recommendations for Metro Transit:

Develop multilingual communications for parents, consider childcare in planning process, consider revising the stroller policy, and consider impact on families using childcare of fare & service changes.

Childcare & Transit Study

Map A: Concentration of children



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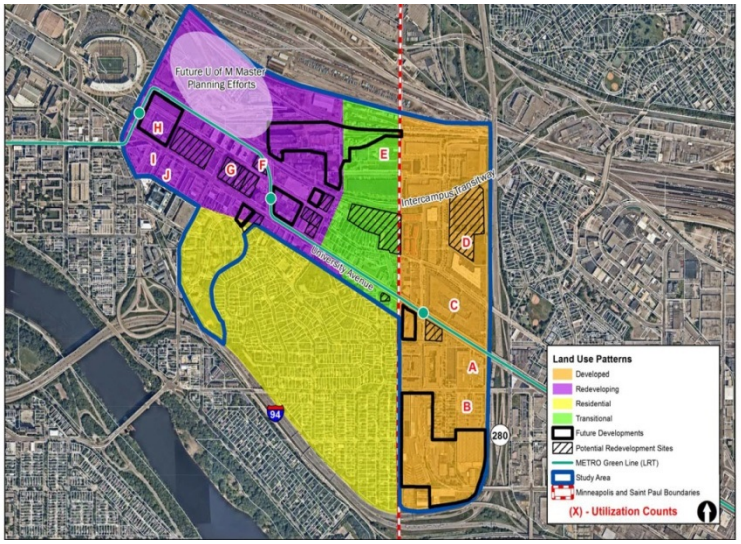
Parking District Study

- **Towerside Innovation District**
  - University Ave, East of U of M
  - Estimates of future parking need, with and without a Parking District
- **Parking District = Land use efficiency**
  - Allows for more development
- **Parking District = Significant cost savings**
  - Each stall costs $10,000-$35,000
- **Parking District Models**
  - Enterprise Funds
  - Development Authorities
  - Improvement Districts
  - Transportation Management Associations
  - Public-Private Partnerships
- **Recommendations of short-term initiatives and ongoing activities.**



Parking Needs	
Industry Standards	8,500
City Parking Requirements	5,000-10,000
District Wide Parking Model	3,000-4,250

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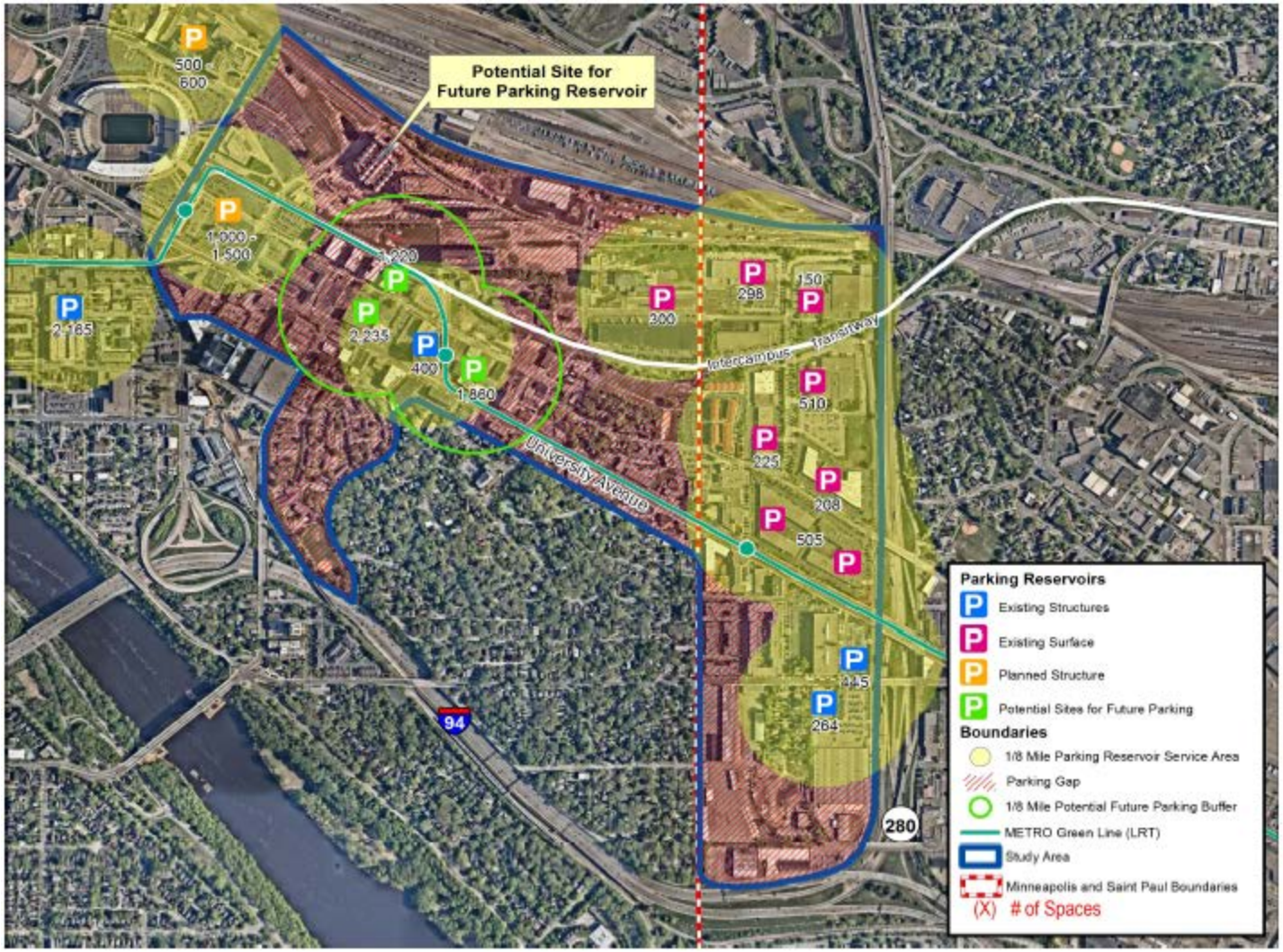
Parking District Study



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Parking District Forum Expert Panel

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Parking District tabletop exercise

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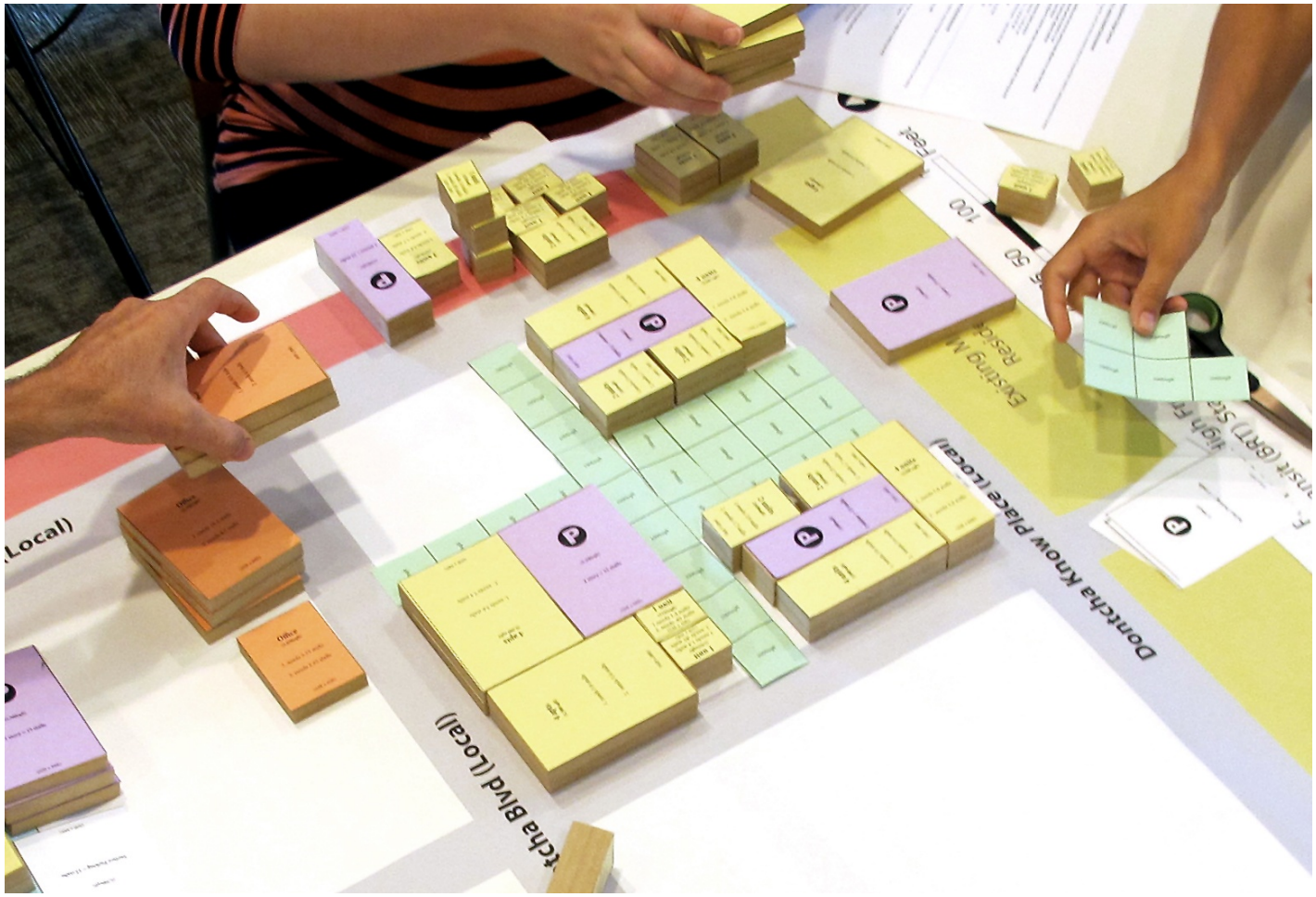
Development with its own parking



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District Parking with coffee

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Public Parcels Database

- Public Parcels included area within ½ mile of select transit stations (existing and planned).

- Increase awareness & facilitate analysis of TOD potential

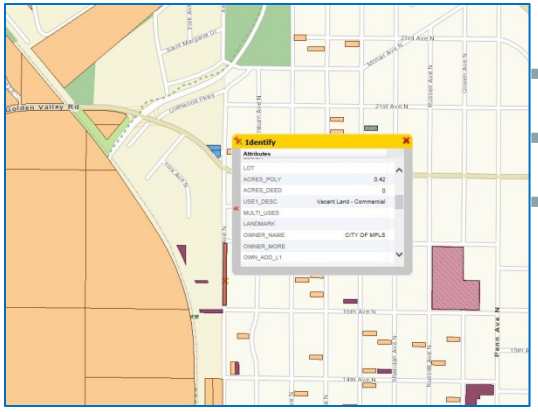
- Available online mapping tools:

ArcGIS free mapping: http://www.metrotransit.org/tod

Make-a-Map: http://giswebsite.metc.state.mn.us/publicmaps/makeamap

ArcGIS online map

Make-a-Map tool



- Transit
- Rail Transit
- Revenue Scenario

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Summary

- **Metro Transit TOD office serves the region, from planning to implementation, to create good communities supported by transit.**

- **TOD Office works to**
  - Develop Met Council-owned land
  - Connect partners to resources
  - Coordinate TOD within Met Council
  - Provide expertise & support to partner jurisdictions
  - Serve on the National Steering Committee for
- **RailVolution 2016**
  - October 9-12 in San Francisco
  - Reduced registration slots open

Questions?

metrotransit.org/tod

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