

## The Benefits of Transit-Oriented Development (TOD)

- 1. Provide mobility choices.** Places linked by transit create more mobility options, especially for young people, the elderly and people who do not own cars or prefer not to drive.
- 2. Increase public safety.** Active places that are busy through the day and evening provide “eyes on the street” and help to improve safety.
- 3. Reduce the need to drive.** TOD allows people to walk or take transit to the destinations and services that they need without having to get in their car.
- 4. Increase disposable household income.** Housing and transportation are the first and second largest household expenses, respectively. TOD can reduce driving costs and the need for more than one car per household, saving households \$3,000-4,000 per year.
- 5. Reduce air pollution and energy consumption rates.** By providing safe and easy pedestrian access to transit, TOD can lower rates of air pollution, energy consumption and greenhouse gas emissions.
- 6. Help protect existing single-family neighborhoods.** TOD directs more compact development to appropriate areas near transit, thereby reducing pressure for such development next to existing single-family neighborhoods.
- 7. Play a role in economic development.** TOD is increasingly used as a tool to help revitalize aging downtowns and urban neighborhoods.
- 8. Decreasing local infrastructure costs.** TOD can help to reduce infrastructure costs to local governments and property owners by up to 25 percent through more compact development.



*Imagine waking up in the morning and taking the stairs to the café below for your breakfast. You read the newspaper at a sidewalk table while talking with your neighbors. You then walk leisurely to the corner to catch a transit vehicle to your office while checking e-mails and catching up on correspondence. Upon returning in the evening, you can pick up your dry cleaning, then stop at the corner market for some fresh vegetables for dinner. This is all possible with transit-oriented development - without getting in a car!*

**To learn more about JTA's transit-oriented development initiatives visit [www.jtafla.com](http://www.jtafla.com)**



JACKSONVILLE TRANSPORTATION AUTHORITY

*Regional Transportation Solutions*

# TRANSIT-ORIENTED DEVELOPMENT

a mix of uses • more mobility choices • green and sustainable • defined centers • quality pedestrian environments • creating lasting value • active 18 hours a day • places to live work and play • great neighborhoods • walkable and convenient • increased housing options



TOD creates places with **lasting value** where people can **live, work and play** in **active and sustainable communities.**

## What is Transit-Oriented Development?

Transit-oriented development, or TOD, is a tool available to help manage growth and improve the quality of life in areas served by transit. TOD provides communities with an alternative to low-density suburban sprawl and automobile-dependent land use patterns by creating active places with a mix of uses and destinations located within an easy walk to transit - places that allow people to live, work and play without having to drive everywhere.

In general, people living and working in TODs walk more, use transit more, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the "average" household.

TOD seeks to align transit with a community's vision for how it wants to grow, creating mixed-use and walkable "transit villages." A successful TOD will reinforce both the community and the transit system.

Successful TOD's combine **compact, walkable communities**, a **mix of uses**, a **quality pedestrian environment** and a **defined center**. Together, they provide the opportunity to create **great places** at transit stations.



### More Compact than the Community Average

A key ingredient for walkable communities and support for transit is having more compact communities that create shorter walking distances between residences and other destinations, including commercial services, schools, parks, and transit.

### A Mix of Uses

A transit-supportive environment includes a mixture of residential, commercial, service, employment, and public uses with active frontages, such as restaurants and retail, on the first floor. Mixed-use development helps to create vibrant activity throughout the day and makes it easier for people to live, work and play in the same area without having to travel far distances.



### Quality Pedestrian Environment

Vibrant communities, with or without transit, are always convenient and comfortable places for pedestrians. Streets that have wide sidewalks, landscaping, and active uses such as storefront windows create inviting places where people want to walk, window shop and people watch.



### A Defined Center

Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area.

