

Transit-Oriented Development: National Experience. New Hampshire Opportunity?

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Transit-Oriented Development

- **Part 1** – Principles and Practice: *what it is*
- **Part 2** – Benefits: *why do it*
- **Part 3** – Principles and Practice: *what it isn't*
- **Part 4** – Policy Context: *how to do it*
- **Part 5** – New Hampshire Policy Context:
how to do it here
- **Part 6** – New Hampshire Opportunity:
where (possibly) to do it here

PART 1

Principles and Practice: what it is



Transit-Oriented Development

- Design: compact, walkable
- Diversity: mixed use
- Density: (by contemporary U.S. standards)

Transit-Oriented Development

- Design: compact, walkable
- Diversity: mixed use
- Density: (by contemporary U.S. standards)
- Transit – Theory: rail or bus
– Practice: rail

Portland, OR



Glen Ellyn, IL



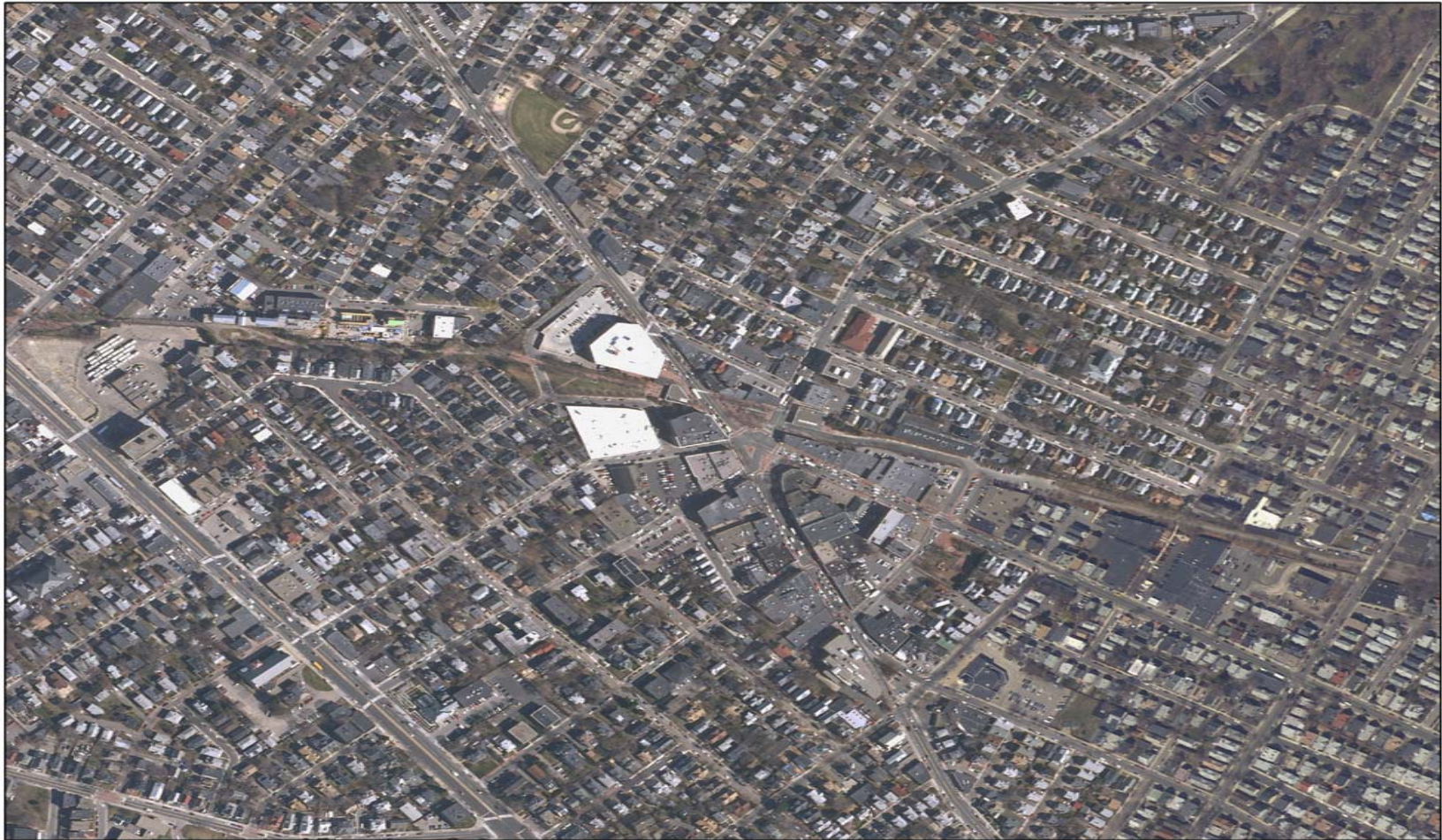
Glen Ellyn, IL



Arlington Heights, IL



Somerville, MA (Davis Square)



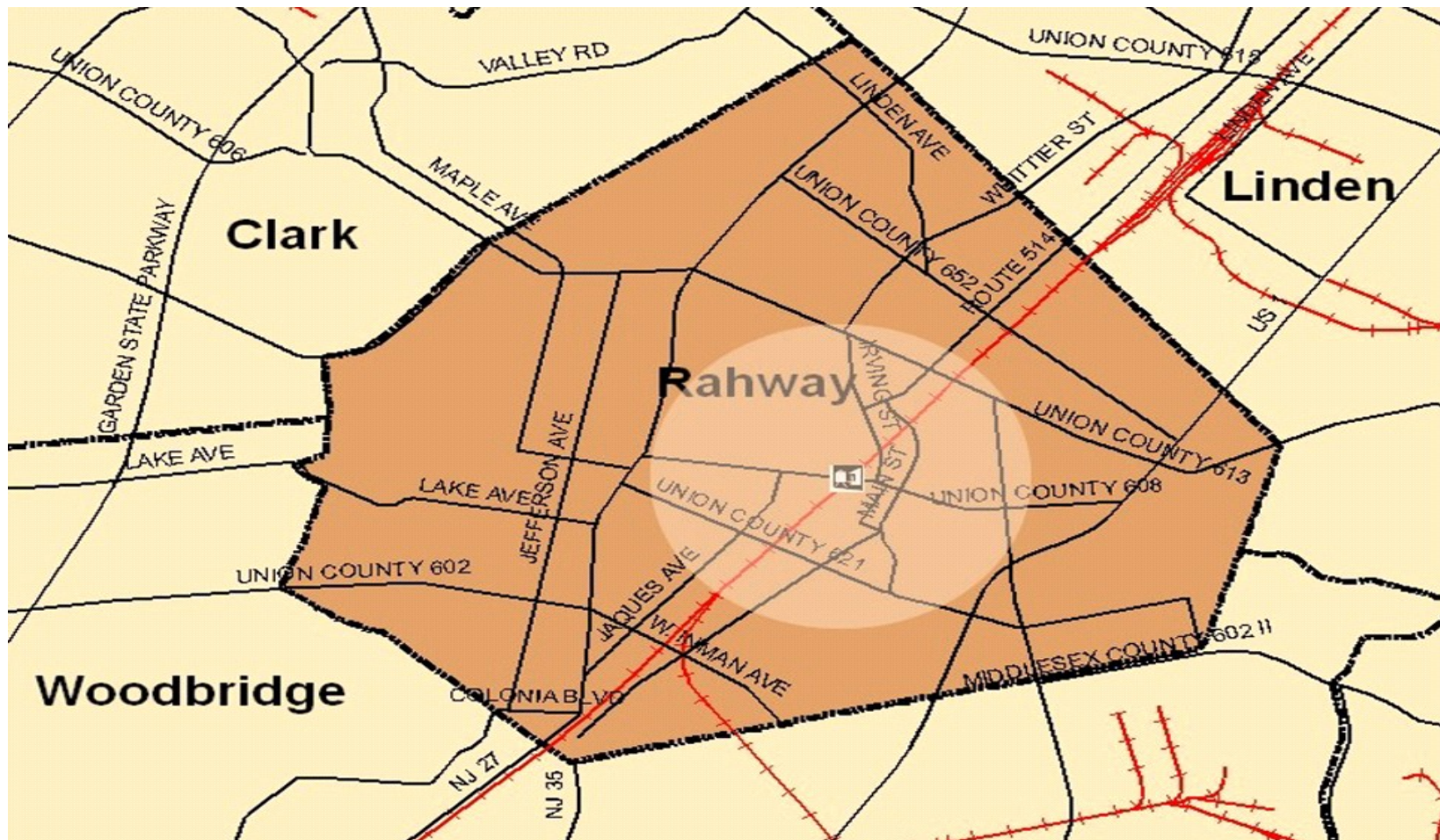
Kenosha, WI



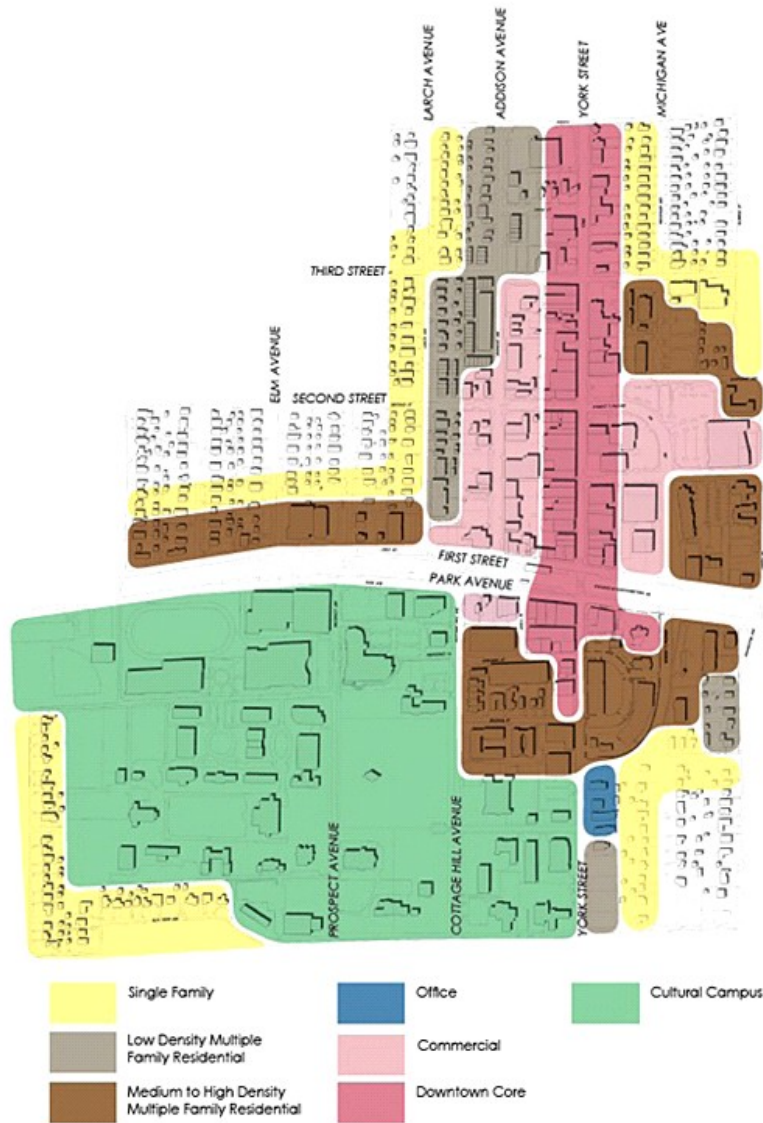
Middleton, WI



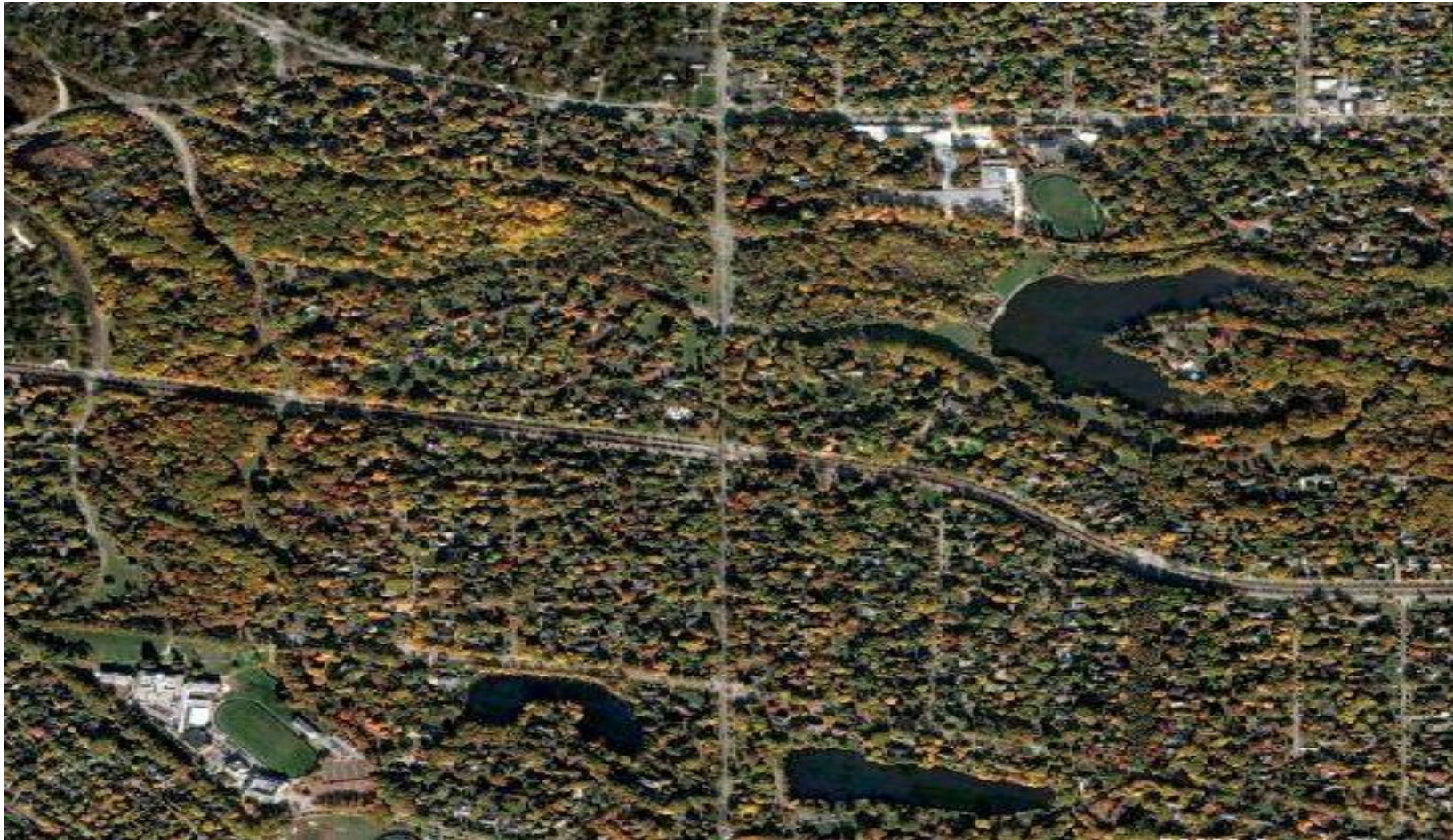
Rahway, NJ



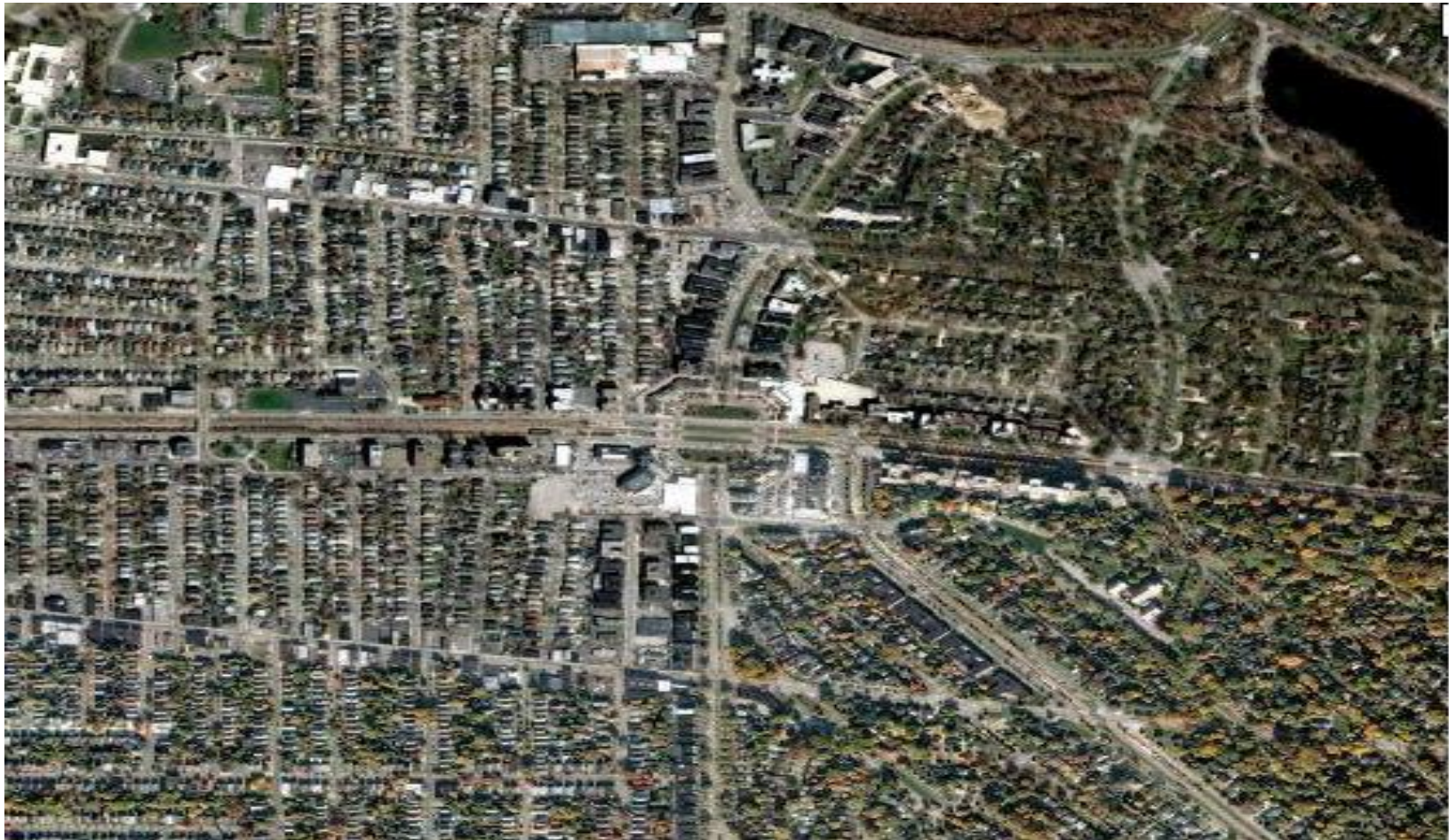
Elmhurst, IL



Shaker Heights, OH



Shaker Square, Cleveland, OH



Würzburg, Germany



Freiberg, Germany



PART 2

Benefits: why do it



TOD Benefits: Transportation, Social, Economic, Environmental

- Reduce congestion
- Lower roadway costs
- Reduce sprawl
- Conserve land
- Improve quality of life
- Provide more housing choices
- Support economic development
- Support transit investment



PART 3

Principles and Practice: what it isn't

Orland Park, IL



Chicago, IL (Glenview North Metra Station)



St. Louis, MO (Wellston Station)



St. Louis, MO (UP Alignment)



St. Louis, MO (Kirkwood)



Cambridge, MA (Alewife Station)



Chicago, IL (Route 59)





Hillsboro-Beaverton-Portland, OR



Hillsboro-Beaverton-Portland, OR



Hillsboro-Beaverton-Portland, OR



Hillsboro-Beaverton-Portland, OR



Hillsboro-Beaverton-Portland, OR



Cambridge, MA (NorthPoint)



PART 4

Policy Context: how to do it



Implementing TOD: Transit *and* Policy

- Let the market work: *allow* TOD
- Support of local government(s)
- Regulatory barriers
 - densities
 - parking
- Funding needs
 - station-area planning
 - infrastructure

Implementing TOD: Transit *and* Policy

- Agency coordination
- Political leadership
- Vision to area plans to station plans
- *Early* (pre-transit) planning

PART 5

NH Policy Context: how to do it here





New Hampshire Long Range Transportation Plan

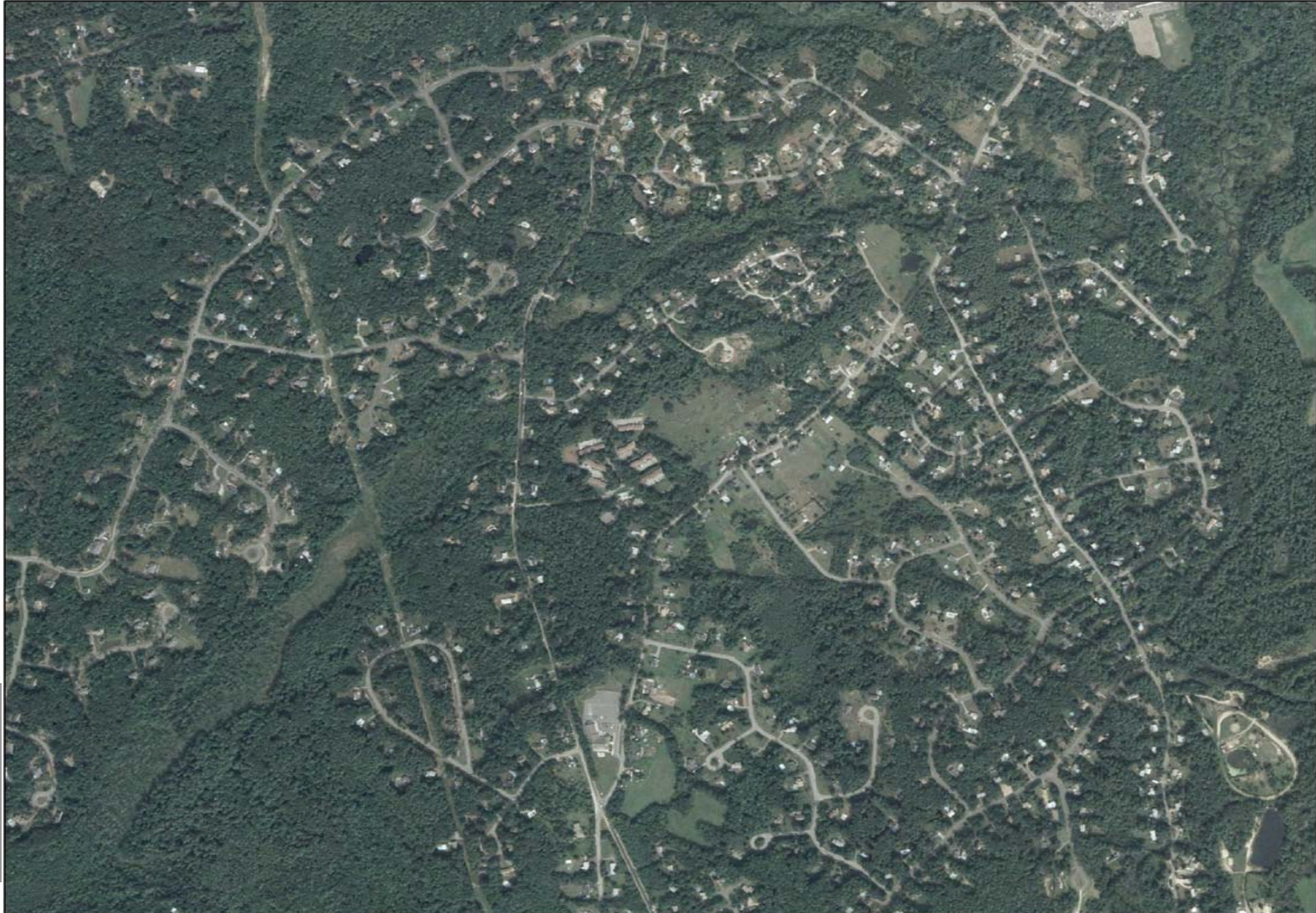
The report of the Community Advisory Committee to
the Commissioner of the New Hampshire Department of Transportation

FINAL REPORT – JUNE 9, 2006

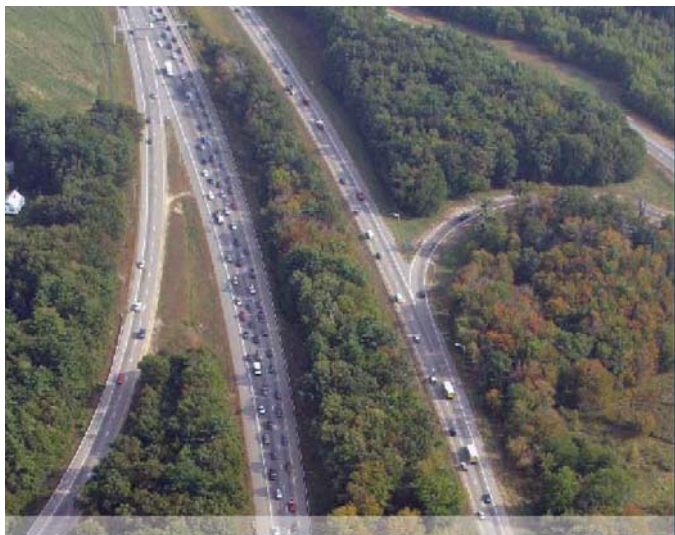
- “The southern (especially southeastern) region needs to manage new travel demand, and expand transportation choices, in an increasingly urbanized environment. This is especially true in Hillsborough and Rockingham Counties which now represent more than 50% of the total state population.”
 - New Hampshire Long Range Transportation Plan

- “Inefficient land use also leads to sprawl, which leads to inefficient and expensive transportation systems.”
- “This form of development generates disproportionate amounts of traffic, creates poor road connectivity, contributes to congestion on the state highway system by funneling more traffic onto it, and is expensive to provide public services.”

– New Hampshire Long Range Transportation Plan



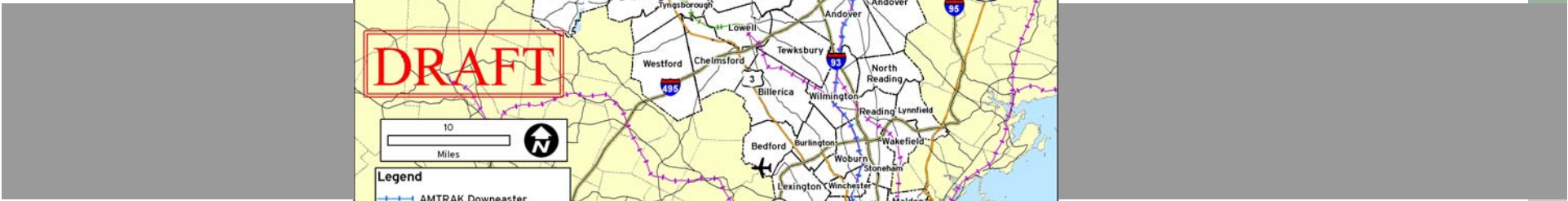
- “We must coordinate transportation and land-use planning.”
- NHDOT should “work with its sister state agencies to assist regional and local partners in facilitating transit-oriented development around prospective transit stations.”
 - New Hampshire Long Range Transportation Plan



I-93 Transit Investment Study

HNTB

HNTB



I-93 Transit Investment Study

Phase 1

- Previous studies
- Existing conditions
- Purpose & need
- Conceptual alternatives

Phase 2

- Land-use policy
- Evaluation criteria
- Alternatives
- Impacts
- Public meetings
- Transit-oriented development
- Final Alternatives

Phase 3

- Strategic implementation plan
- Public meeting

I-93 Transit Investment Study

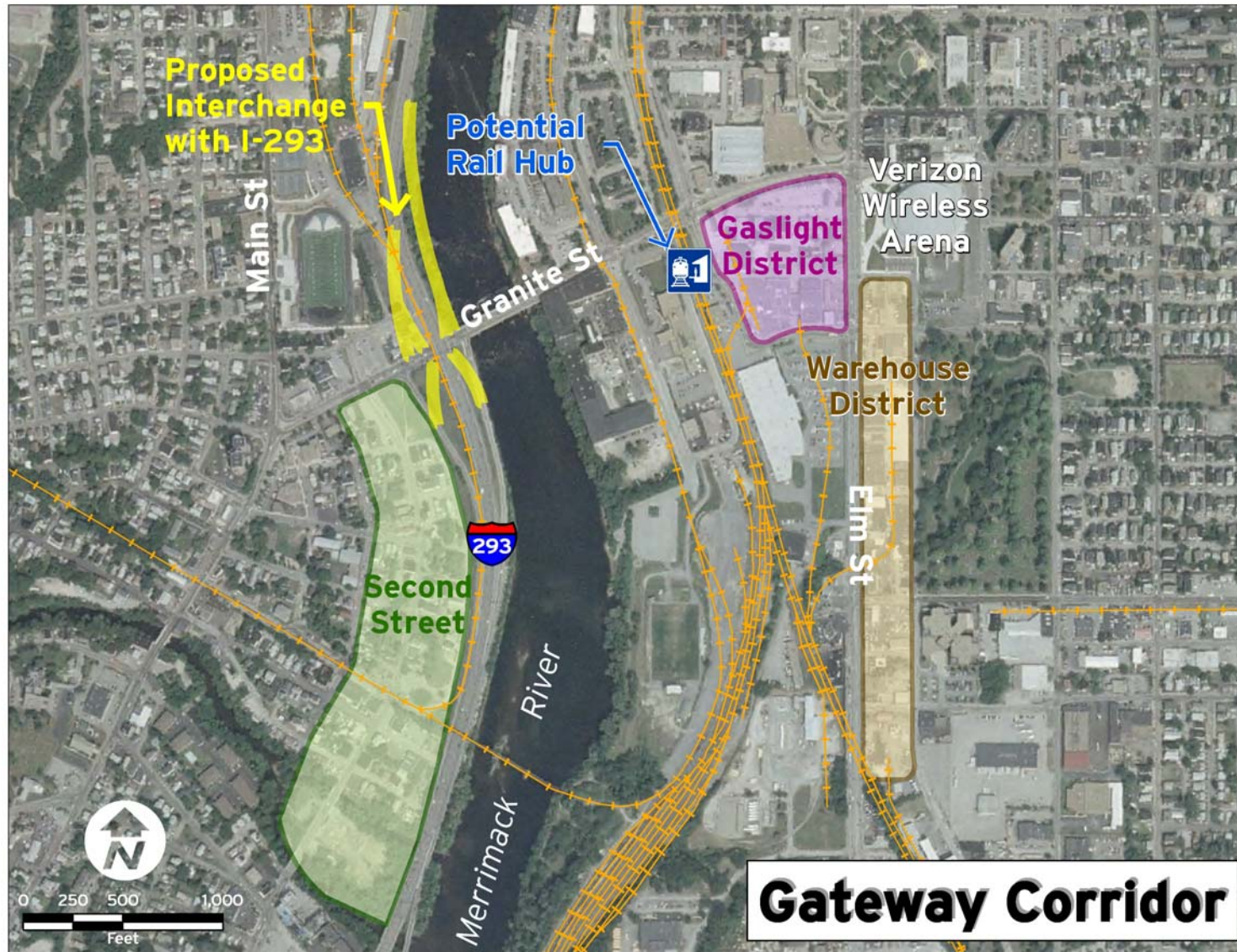
- I-93 Transit Investment Study:
Problem Statement
 - Population growth in SE New Hampshire
 - Growth of metropolitan Boston
 - Changing travel patterns: more, longer-distance trips
 - Transportation impacts: congestion, safety, travel times, options, investment
 - Economic development impacts
 - Compounded by sprawl-type development

PART 6

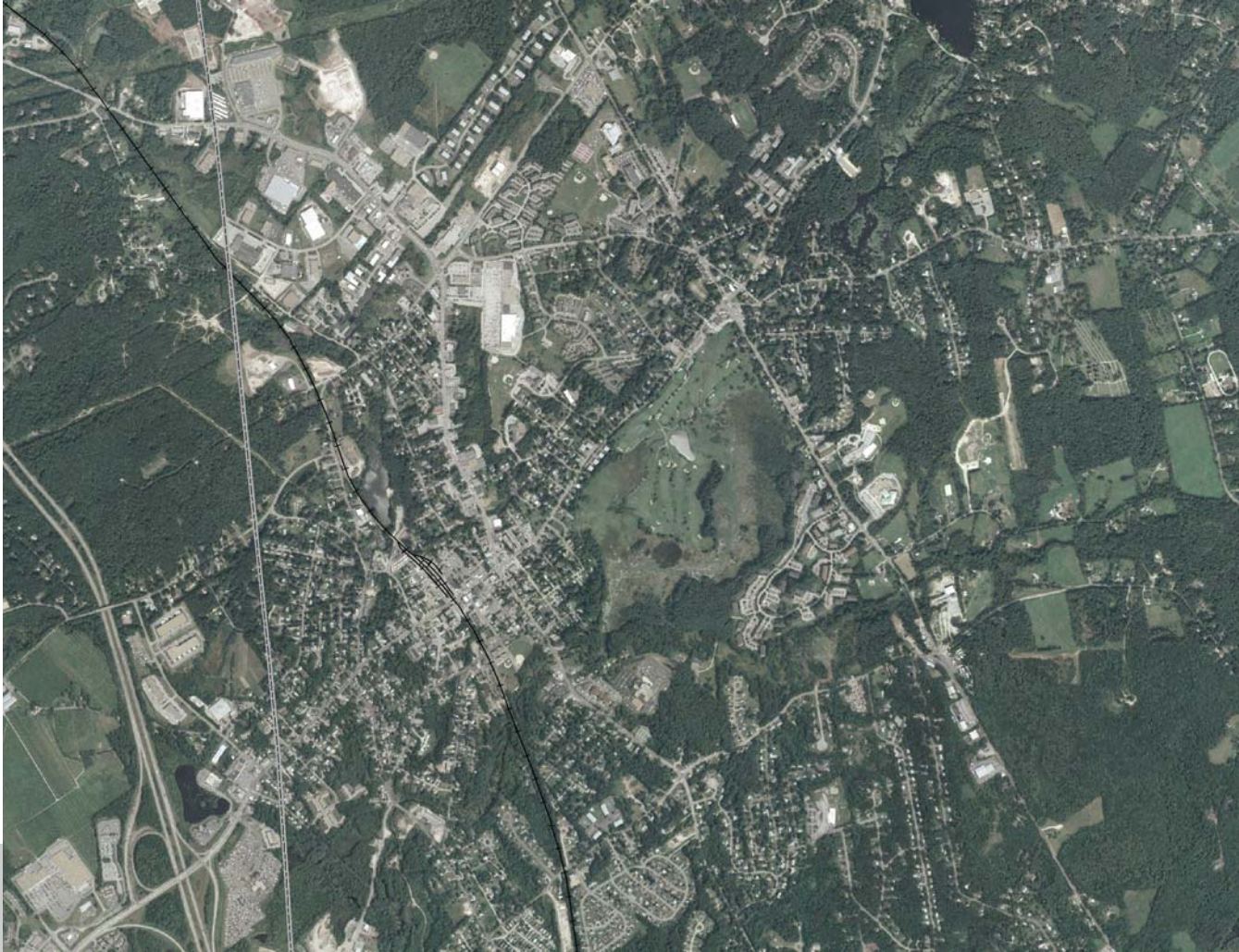
NH Opportunity: where (possibly) to do it here



Manchester



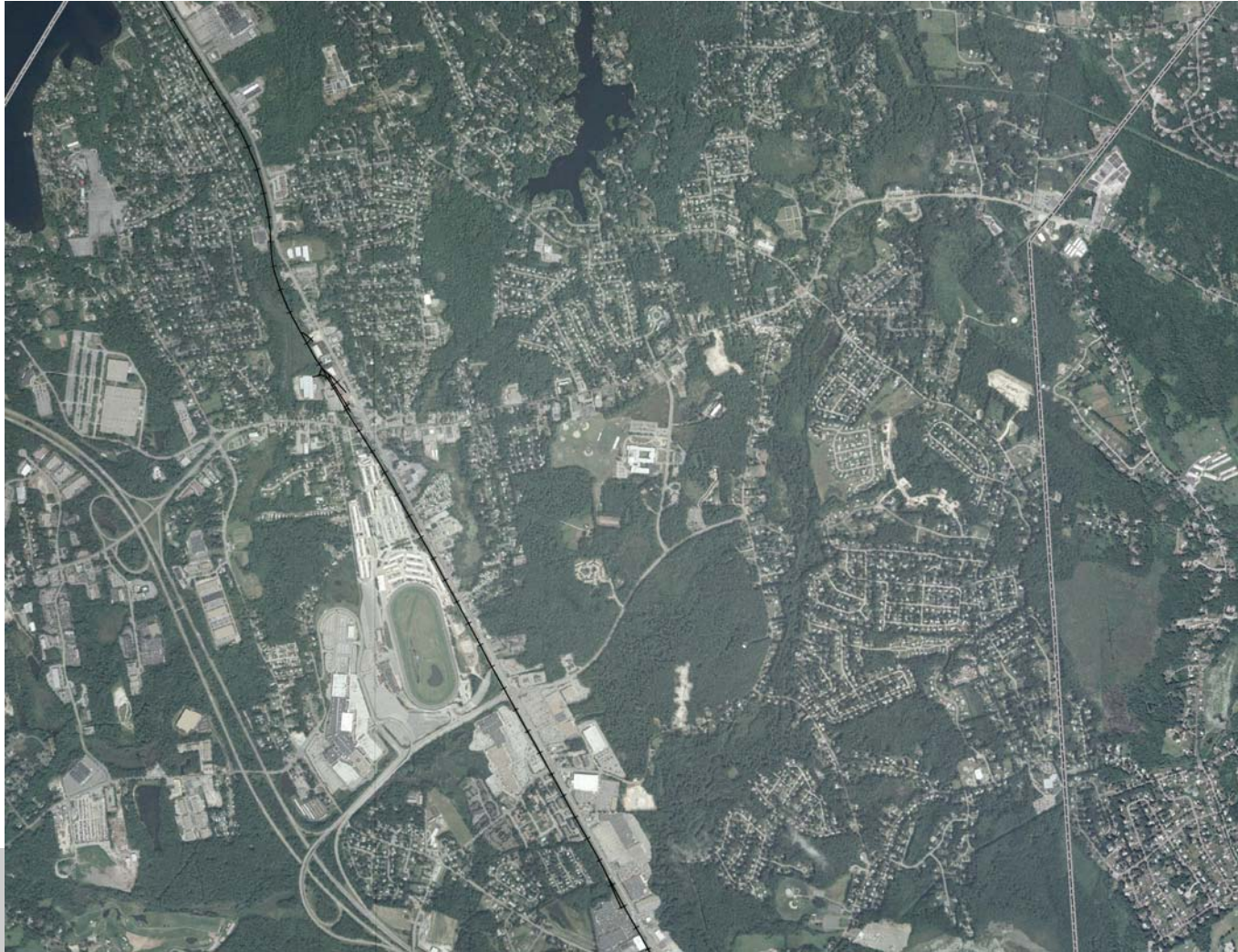
Derry



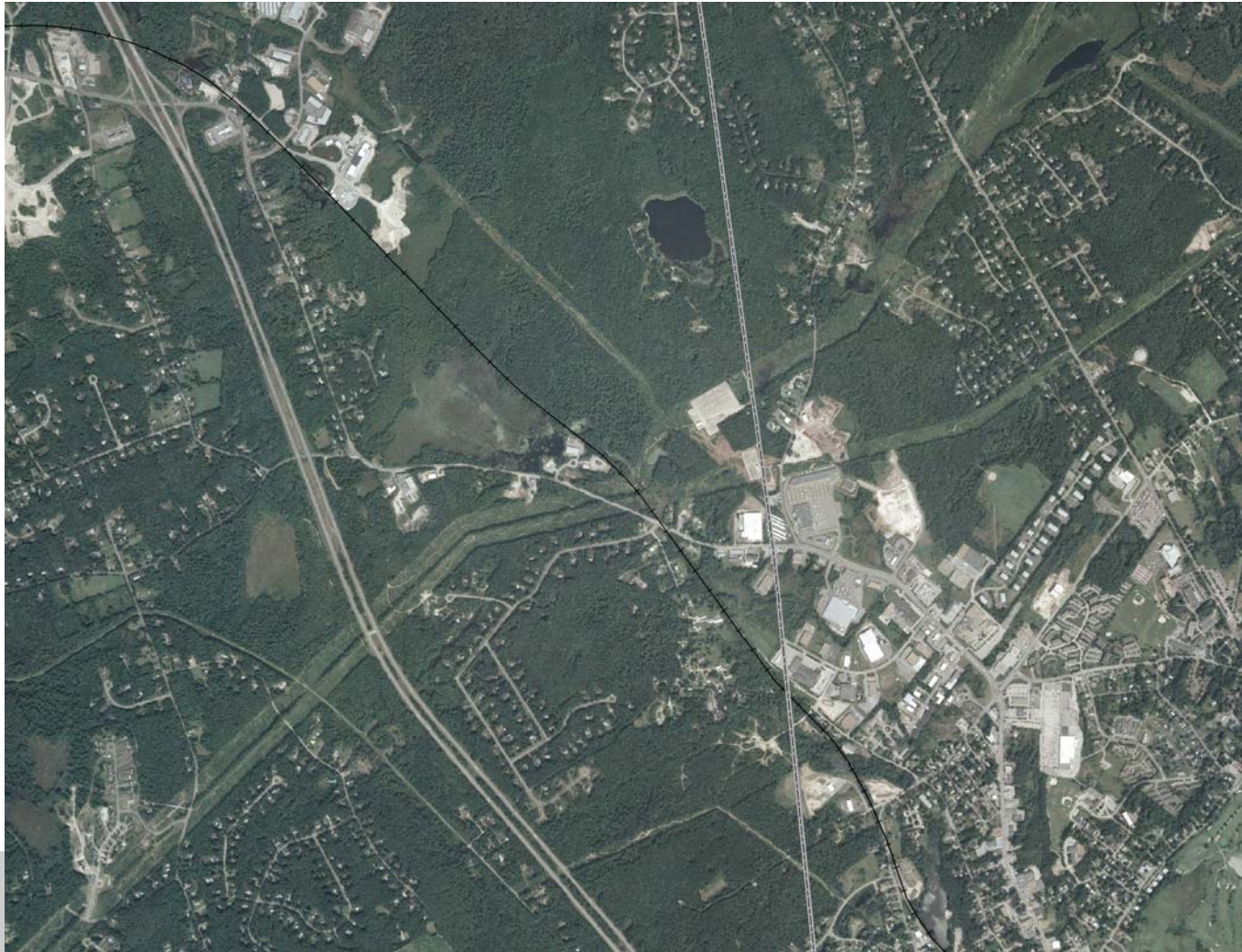
Windham



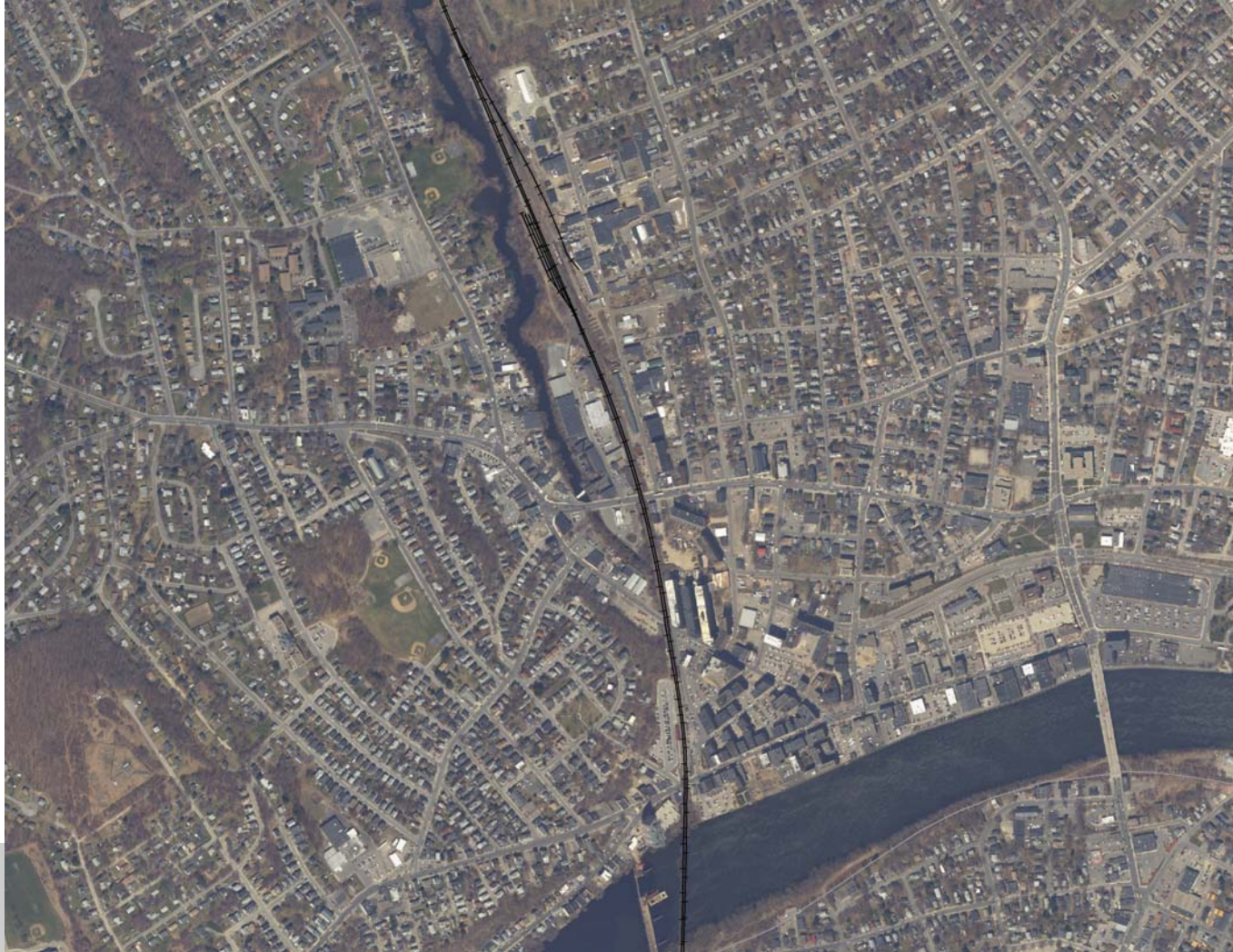
Salem



Londonderry



Haverhill



Methuen

