Overview & Background

To have the most effective transit-oriented development (TOD) strategy, leaders should look at projects as part of a regional network that serves their city’s aims for affordable housing, economic development, and connectivity. By aligning new development across the metropolitan region along their rapid transit corridors, less new infrastructure is needed, and accessibility to jobs and opportunity is increased. As a city grows, leaders should proactively plan for upcoming growth centers that are transit accessible, and ideally, concentrate commercial development at interchanges where lines converge. By thinking of the network as a whole, and determining the hierarchy of development at each station, the city and system’s performance can be improved, reducing commute times and increasing economic competitiveness.

The 3 Value Framework is a key resource to draw upon, as it provides a framework for planners to prioritize stations for TOD implementation, based on their network value, place value, and economic potential. Given limited resources, focusing on places where TOD is likely to succeed is a smart decision, and can help build momentum for citywide adoption of these strategies, policies, and designs.

Separately, regional TOD strategy should also look at citywide (and national-level) policies with regard to car ownership, congestion charging, and parking pricing. To enable TOD to work, city leaders should consider policies to discourage the purchase of cars while encouraging easy access to public transport and non-motorized alternatives. These macro-level policies allow well-designed TODs to function successfully, by lessening the tendency for developers to accommodate many cars in new development and instead prioritize pedestrian, cycling, and transit infrastructure to extend the reach of rapid transit stations.

Key Regional Planning Elements for Success

To summarize, successful TOD implementation at the regional level has the following components:

- A hierarchy of nodes at rapid transit, with the highest density development at the most well-connected interchange points with highest accessibility
- Consistent government policy to encourage the use of public transport
- Parking policies and pricing structures to discourage the use of private cars
- Coordinated economic development and housing strategies to provide affordable housing and link people to new jobs that are accessible by public transport
- Encouragement of lower density activities with lower employment needs (e.g. warehousing, etc.) to locate away from rapid transit infrastructure
The World Bank has facilitated some work on citywide and regional strategy for TOD. A sampling of these resources is below:

1. **WB-WRI TOD Corridor Course**
   a. Description: This course focuses on the complete planning and implementation of TOD along a new rapid transit corridor. Some key aspects that focus on metropolitan strategy are found in the Introduction, Module 7 on Economic Development, and Module 8 on Monitoring and Evaluation.
   c. PowerPoint versions can be found here on C4D:
   d. This TOD course can also be found as a self-paced course on OLC: [https://olc.worldbank.org/content/transit-oriented-development-corridor-scale-self-paced](https://olc.worldbank.org/content/transit-oriented-development-corridor-scale-self-paced)

2. **Mexico City TOD Strategy, by ITDP**
   a. Description: This comprehensive report looked at the potential for TOD to provide new accessible housing, limit urban sprawl with long commute times, and revitalize the city center with new investment.

3. **India TOD Guidelines**, funded through SUTP
   a. Description: A national-level guideline prepared under the Sustainable Urban Transport Programme, this goes over the full implementation steps for TOD. Chapter 3 (page 43) and Chapter 4 (page 54) provide a good overview of the prerequisite planning and summarizes how TOD should be implemented at a citywide and regional scale.

4. **Dar es Salaam Metropolitan Transformation Project, interim report**
   a. Description: This interim update provides information on the ongoing comprehensive planning effort around Dar es Salaam’s BRT corridors. The consultants have started to define station typologies and discuss redevelopment options with key stakeholders.

5. **Transforming the Urban Space through Transit-Oriented Development: The 3V Approach**
   a. Description: The majority of this report is about how to prioritize TOD on a regional level by examining each station area’s node value, place value, and economic potential value. Chapters 1 and 2 provide key background for how TOD should be implemented on a metropolitan scale, and Chapter 8 provides an in-depth case of Zhengzhou citywide accessibility and how TOD can help leaders meet development goals.
**Excerpts from 3V Framework**

**FIGURE 2.1 Core-and-Branches Structure of Subway Network**

Above: Understand the structure of the entire network, including which nodes are on branches and which are in the core.

Below: Higher densities should follow rapid transit corridors, with highest densities at interchanges and nodes with highest accessibility.
Excerpt from ITDP Mexico City Report

It is helpful to take a network-level view when identifying transit-accessible employment.

*The data regarding jobs correspond to the year 2010 and the transport network corresponds to the one existing in the year 2015.

**Note:** Due to the methodology used in economic censuses, the sum of the employed staff of an institution or company includes all of its employees, even if they work at a different location from where the census was taken. That is why the number of jobs that are close to transport is only an approximation.