IMPLEMENTING TOD [TO SCALE] [FOR ALL]

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Transforming Transportation
WRI-World Bank
BREAKING THE VICIOUS CIRCLE OF CAR DEPENDENCY
OBJECTIVE: 100% PEOPLE LIVING NEAR RAPID TRANSIT
The Institute for Transportation & Development Policy has developed a new metric that looks at the percentage of the population living near rapid transit (PNT)—slow moving buses in mixed traffic and unregulated, informal transit do not qualify.

Here are the PNT scores for several global cities and their metro regions.

<table>
<thead>
<tr>
<th>City</th>
<th>City PNT Score</th>
<th>Metro Region PNT Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARIS</td>
<td>100%</td>
<td>52.2%</td>
</tr>
<tr>
<td>LONDON</td>
<td>90.6%</td>
<td>61.2%</td>
</tr>
<tr>
<td>NEW YORK</td>
<td>76.8%</td>
<td>34.8%</td>
</tr>
<tr>
<td>BEIJING</td>
<td>59.8%</td>
<td>45.7%</td>
</tr>
<tr>
<td>SÃO PAULO</td>
<td>24.9%</td>
<td>19.1%</td>
</tr>
</tbody>
</table>

See how other global cities’ transit systems stack up at itdp.org
RIO DE JANEIRO PNT
28% IN 2015, UP FROM
23% IN 2010

Population density and Rapid Transit service sheds 2015
REMARKABLE PROGRESS
STILL TOO SLOW
LOW INCOME POP. DISCONNECTED.

Household income and Rapid Transit service sheds 2015
SHIFT AWAY FROM CAR DEPENDENCY

WALK

CYCLE

CONNECT

TRANSIT

COMPACT

DENSIFF MIX
8 Principles of Transport in Urban Life.

WALK | CYCLE | CONNECT | TRANSIT | MIX | DENSIFY | COMPACT | SHIFT
# Breaking the Vicious Circle of Car Dependency

## Walk

**Principle 1**
- 15 Points (3 Points)
- **A: The Pedestrian Network is Safe and Complete**
- 1.1 Walkways: Percentage of block frontage with complete, wheelchair-accessible walkways. (3 to 6 points)
- 1.2 Crosswalks: Percentage of intersections with complete, wheelchair-accessible crosswalks in all directions. (5 to 10 points)
- 1.3 Driveway Density: Average number of driveways per 100 meters of block frontage. (0 to 10 points)

**Principle 2**
- 5 Points (3 Points)
- **B: The Pedestrian Realm is Active and Vibrant**
- 1.4 Visually Active Frontage: Percentage of block frontage that abuts public walkways and provides visual connection to building interior activity. (0 to 10 points)
- 1.5 Physically Permeable Frontage: Average number of shops and pedestrian building entrances per 100 meters of block frontage. (0 to 2 points)

**Principle 3**
- **C: The Pedestrian Realm is Temperate and Comfortable**
- 1.6 Shade and Shelter: Percentage of walkway segments that incorporate adequate shade or shelter element. (0 to 2 points)

## Cycle

**Principle 4**
- 5 Points (3 Points)
- **A: The Cycling Network is Safe and Complete**
- 2.1 Cycle Network: Percentage of total street length with safe cycling conditions. (4 to 10 points)
- 2.2 Cycle Parking and Storage is Safe and Secure

**Principle 5**
- **B: Cycle Parking at Transit Stations**
- 2.3 Cycle Parking at Transit Stations: Secure multi-space cycle parking facilities provided at all transit stations. (0 to 2 points)

## Connect

**Principle 6**
- **C: Prioritized Connectivity**
- 3.1 Pedestrian Intersection Density: Intersections of pedestrian routes per square kilometer. (0 to 2 points)
- 3.2 Small Blocks: Percentage of blocks that are less than 100 meters in length. (0 to 5 points)

## Transit

**Principle 7**
- **D: High-Quality Transit is Accessible by Foot**
- 4.1 Maximum Walk Distance to Transit: Maximum walk distance from the development to the nearest high-capacity transit station. (5 to 10 points)
- 4.2 Average Walk Distance to Transit: Weighted average walk distance between buildings in the development and the nearest high-capacity transit station. (0 to 5 points)

## Mix

**Principle 8**
- **E: Trip Lengths are Reduced by Providing Diverse and Complementary Uses**
- 5.1 Complementary Uses: Presence of residential and non-residential uses combined within the same or adjacent blocks. (0 to 5 points)
- 5.2 Accessibility to Food: Percentage of residential units that are within 500 meters walk of an existing or planned source of fresh food. (0 to 3 points)

## Densify

**Principle 9**
- **A: Residential and Job Densities Support High-Quality Transit and Local Services**
- 6.1 Residential Density: Residential density measured in dwelling units per net hectare of developable land. (0 to 10 points)
- 6.2 Non-Residential Density: Non-residential density measured in floor area per net hectare (FAR/NetA) for the project. (0 to 5 points)

**Principle 10**
- **B: Short Commutes for Lower-Income Groups**
- 7.1 Short Commute: Average peak-time commute to the nearest urban center (minutes). (0 to 5 points)

**Principle 11**
- **C: Affordable Housing**
- Percentage of residential units provided as affordable housing. (0 to 4 points)

## Principles, Objectives & Metrics

- **TOD Standard Version 1.0**: The TOD Standard is a comprehensive framework that evaluates and ranks developments based on their potential to support walking, cycling, and transit usage. It integrates various principles and objectives to ensure that developments are designed to reduce dependence on cars and promote more sustainable modes of transportation.

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**Image**: A diagram illustrating the principles and metrics of the TOD Standard. The image shows a cityscape with various transportation elements, emphasizing walkability, cycle facilities, and transit connectivity.

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**Table**: A table summarizing the principles, objectives, and metrics of the TOD Standard. The table includes points ranges and examples of how these principles can be applied in real-world scenarios to promote sustainable urban development.
CLEAR STANDARDS

RAISE AWARENESS & SUPPORT
MUSTER POLITICAL WILL
GUIDE POLICY
GUIDE LAW AND CODES WRITING
GUIDE PROJECTS PLANNING & DESIGN
ASSESS PLANS
EVALUATE OUTCOMES & PRODUCTS
RECOGNIZE SUCCESS
SHIFT AWAY FROM CAR-DEPENDENCY

INHERENTLY EXCLUSIVE
PHYSICAL ACCESS FOR ALL AT NO / MINIMAL COST TO D INHERENTLY INCLUSIVE
TOD PRINCIPLES ARE INHERENTLY INCLUSIVE, NEW DEVELOPMENT OFTEN IS NOT
NEW VERSION OF TOD STND: MORE WEIGHT TO AFFORDABLE HOUSING

Cali, Colombia
*NO* DISPLACEMENT
REWARDS MAINTAINING PRE-EXISTING HOUSEHOLDS AND BUSINESS ON A DEVELOPMENT SITE

DISPLACEMENT disrupts communities, destroys social capital, and generally moves vulnerable people to less accessible places.
UPGRADED EXISTING INFORMAL HOUSING = COUNTS AS NEW AFFORDABLE HOUSING

Medellin, Colombia
ACCESS TO PARKS

ESPECIALLY IMPORTANT TO PEOPLE WHO CANNOT TRAVEL FOR PERIODIC BREAKAWAYS OUT OF THE CITY.
SETTING DEVELOPMENT FRAMEWORKS FOR PUBLIC BENEFIT AND PROTECTIONS IS THE RESPONSIBILITY OF GOVERNMENTS

With meaningful and inclusive public participation process
KEY CHALLENGES:
- AWARENESS AND POLITICAL WILL
- INSTITUTIONAL CAPACITY