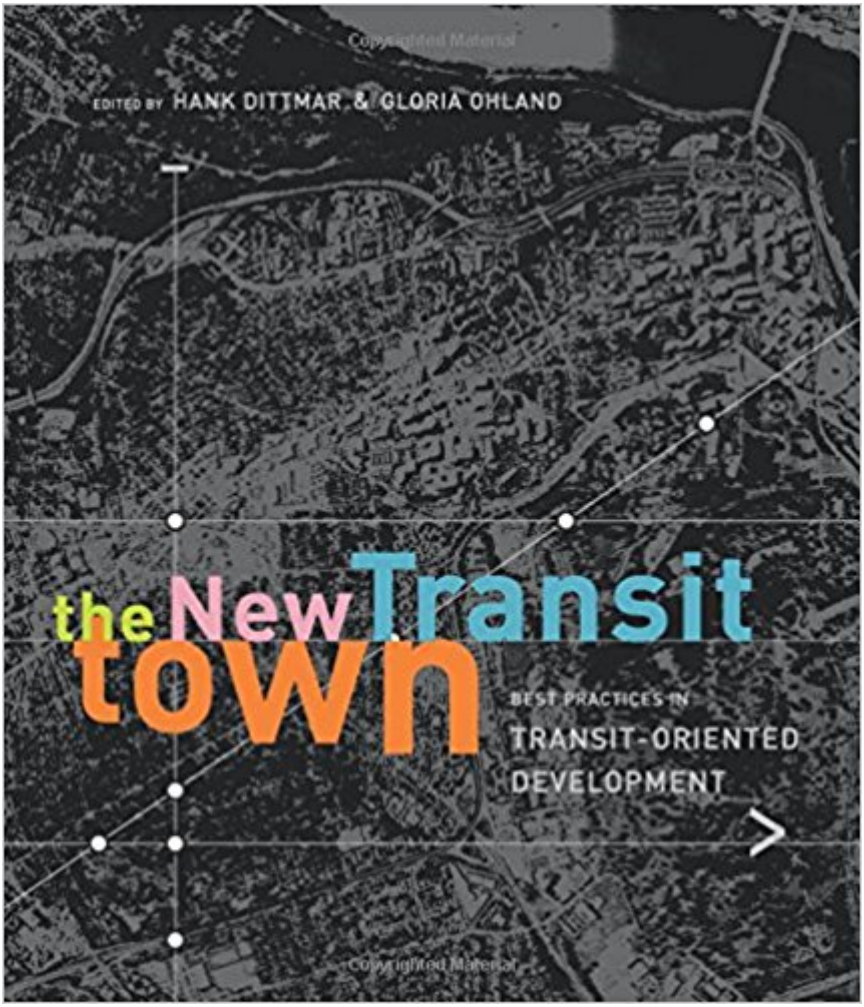
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The New Transit Town: Best Practices In Transit-Oriented Development



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Synopsis

Transit-oriented development (TOD) seeks to maximize access to mass transit and nonmotorized transportation with centrally located rail or bus stations surrounded by relatively high-density commercial and residential development. New Urbanists and smart growth proponents have embraced the concept and interest in TOD is growing, both in the United States and around the world. New Transit Town brings together leading experts in planning, transportation, and sustainable designÃ¢â ¬â •including Scott Bernstein, Peter Calthorpe, Jim Daisa, Sharon Feigon, Ellen Greenberg, David Hoyt, Dennis Leach, and Shelley PotichaÃ¢â ¬â •to examine the first generation of TOD projects and derive lessons for the next generation. It offers topic chapters that provide detailed discussion of key issues along with case studies that present an in-depth look at specific projects. Topics examined include: the history of projects and the appeal of this form of development a taxonomy of TOD projects appropriate for different contexts and scales the planning, policy and regulatory framework of "successful" projects obstacles to financing and strategies for overcoming those obstacles issues surrounding traffic and parking the roles of all the actors involved and the resources available to them performance measures that can be used to evaluate outcomes Case Studies include Arlington, Virginia (Roslyn-Ballston corridor); Dallas (Mockingbird Station and Addison Circle); historic transit-oriented neighborhoods in Chicago; Atlanta (Lindbergh Center and BellSouth); San Jose (Ohlone-Chynoweth); and San Diego (Barrio Logan). New Transit Town explores the key challenges to transit-oriented development, examines the lessons learned from the first generation of projects, and uses a systematic examination and analysis of a broad spectrum of projects to set standards for the next generation. It is a vital new source of information for anyone interested in urban and regional planning and development, including planners, developers, community groups, transit agency staff, and finance professionals.

Book Information

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Customer Reviews

oStart the next leg of the journey by reading ONE WITH NINEVEH, and see where it takes you as a citizen and as scientist.o --Science

Hank Dittmar is president and chief executive officer of Reconnecting America, and former executive director of the Surface Transportation Policy Project. Gloria Ohland is a professional journalist and senior editor with Reconnecting America; she was formerly Southern California director of the Surface Transportation Policy Project. Reconnecting America is a national organization that seeks to build connections between and among transporation networks and the regions and communities they serve in order to generate lasting public and private returns, improve economic efficiency, and give consumers greater choice.

This book offers a good overview on transit oriented development. It is not specifically targeted at experts (it has a rather limited scientific content and it is written in very plain language) and offers a major review of many projects and implementations of TOD. The expert in this field may be already familiar with many topics, but the book offers good insights for graduate students and pratictioners, and it can be a good complement for a professional library or a private collection of books on planning.

Easy reading for those interested in TOD as it gives concise description of the subject at hand.Handy reference for quick refresher as well!

This book, as you might guess from the title, is about attempts to create mixed-use developments near transit stations. Some of the projects profiled were in suburbs or automobile-oriented cities, and as a result ran into more difficulties than I would have expected: for example, retail may be difficult to finance when there are not yet enough residents to support it, and parking creates a variety of problems, When planners propose small amounts of parking, neighbors complain because they fear parking will spill over onto their streets. But when they propose large amounts of

parking, more sophisticated neighbors fear that the parking will mean more cars and more traffic. Surface parking blights the landscape, but underground garages are more expensive. Where streets are wide and car-oriented, cities must decide whether to pay for improved infrastructure (such as street trees and widened sidewalks) to improve walkability.Generally, I thought this book was a bit complex for the average layperson; my impression is that its intended audience was practicing urban planners and maybe the occasional graduate student.

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