Transit Oriented Development
Why, What, Where, How?

Norman W. Garrick, Carol Atkinson-Palombo, Rosalie Ray
University of Connecticut
Hartford County Trolley Track Extent

Hartford County Trolleys

1920

- Trolley Line
- Hartford
Buffalo Metro: 1950 versus 2000

1950
- Population: 1.1 million
- Area: 120 sq.miles

2000
- Population: 1.2 million
- Area: 365 sq.miles
Population
City of Buffalo

1950: 580K
2010: 260K
Potential Tax revenue lost to parking
$20 million each year
Bridgeport 1913
Bridgeport 2013
Transit Oriented Development can equip communities to become more economically and environmentally resilient over the long term.

- Center for Neighborhood Technology
Living near transit allows households to spend less on transportation and more at local businesses

- Center for Neighborhood Technology
Consumer Spending in the USA, 1901 to 2012

- Housing: 32%
- Transportation: 17%
- Clothing: 10%
- Health Care: 20%
- Education: 20%
- Entertainment: 20%
- Food: 10%

Other: 20%

Shane Phillips, www.betterinstitutions.com
Total Transportation Spending versus Transit Spending by Households for the 50 States

More Transit Spending
Less Overall Transportation Spending
Vehicle miles traveled and greenhouse gases go down, low-income households are better connected to economic opportunity, and tax bases expand

- Center for Neighborhood Technology
Race and Transit
The Federal Government and REDLINING in Connecticut

by Jack Dougherty

What explains the striking disparities between wealthy and working-class families across Connecticut’s cities and suburbs today? Multiple factors created metropolitan inequalities, but to some the most surprising is the central role played by the federal government.

During the Great Depression of the 1930s, President Franklin D. Roosevelt’s New Deal agencies sought to boost the economy by publicly funding investment in privately owned homes. One federal agency—the Home Owners’ Loan Corporation (HOLC)—purchased and refinanced mortgage loans for homeowners who were in danger of bank foreclosure and provided eligible new homebuyers with more favorable lending terms, including lower interest rates, smaller down payments, and longer-term loans. Yet while the HOLC and other federal programs expanded...
SAVE OUR SUBURBS!

TRUMP 2020
Transit
Bus Routes in Fairfield and New Haven Counties
Bus Routes in Fairfield and New Haven Counties

Legend
Bus Route Peak Hour Frequency
Peak Hour Frequency
1
2
3
4
5
Getting to Transit
Financing and TODS
Zoning and Urban Planning
Urban Renewal
Historic Preservation
Bridgeport 2013
Place