What if people could access many basic needs on foot or in a single transit trip?

Livable transit corridors (LTCs) give people easy access to opportunities for improving their quality of life. Research from over 350 American transit corridors shows that people who live, work or shop in more livable corridors had access to 50% more destinations and made four times as many trips without a car compared less livable corridors.

“Livable Transit Corridors: Methods, Metrics and Strategies” defines basic livability needs, and provides a method for assessing performance and addressing unmet needs. The LTC method and tools are designed to help planners, policy makers, and other stakeholders measure, evaluate, and improve transit corridor livability. The method also connects users to strategies for developing plans and promoting implementation.

The LTC method was developed for the Transportation Research Board as part of its Transit Cooperative Research Program, by Dr. Christopher Ferrell, in collaboration with Dr. Bruce Appleyard, and Matthew Taecker AIA AICP. The work has since been applied and continues to be refined.

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### APPLICATION | TYPICAL LEAD
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Infrastructure Plan (within land use context) | Transit Agency
Corridor Plan (within existing setting) | MPO
Station Area (within larger context) | Local Jurisdiction
New Town Masterplan (managed growth) | Developer

**Common Applications**
The Livable Transit Corridor method and tools provide guidance to different types of stakeholders and in a variety of settings.

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**Web Resources:**
Listen to webinar on Livable Transit Corridors at: [www.trb.org/Main/Blurbs/175616.aspx](http://www.trb.org/Main/Blurbs/175616.aspx)
Find out more about Corridor Planning at: [www.corridorplanning.com](http://www.corridorplanning.com)
Promoting Transit Corridor Livability

The LTC research and approach method provides an operational framework for understanding livability and guidance for corridor-level visioning and planning. The approach targets and evaluates corridor performance around basic social and individual needs, such as: increasing housing affordability, connecting residents to jobs, enhancing walkability, improving access community services, and lowering auto-dependency. The approach also reveals unique corridor needs and promotes development of a shared vision that is connected to implementation strategies.

### Livability Principles

A spectrum of quality-of-life needs can be addressed through transportation and land use integration, when plans and actions address six livability principles adapted from the Partnership for Sustainable Communities:

1. high-quality transit, walking, and bicycling opportunities,
2. mixed-income housing near transit,
3. transit-accessible economic opportunities,
4. vibrant and accessible community, cultural and recreational opportunities,
5. accessible social and government services, and
6. healthy, safe, walkable transit corridor neighborhoods.

### Transit-System Investments & Transit-Oriented Development

Local success with transit-oriented development can leverage transit system investments. Conversely, transit investments can cultivate access to quality-of-life opportunities.

### Transit-Oriented Nodes

- Multiple Activity Centers
- Job-Housing Balance
- Enhanced Connectivity

### Continuous Transit-Oriented

- High Intensity
- Integrated Uses
- Enhanced Connectivity

### Revitalizing/Redeveloping

- Legacy of Connectivity and Mix of Uses

### Local Progress Toward Transit-Oriented Development

Transit-Oriented Nodes

- Multiple Activity Centers
- Job-Housing Balance
- Enhanced Connectivity

### Livability Performance and Corridor Types

- **Emerging Corridors**
  - Little access to livability opportunities except by car, whereas Integrated Corridors offer diverse opportunities on foot or by transit. Transitioning Corridors may perform well with some but not all aspects of livability.

### Corridors

- **Emerging Corridors**
  - Commute Hours
  - Employment Focus
  - Few Retail Destinations
  - Little Housing

- **Transitioning Corridors**
  - Commute Hours
  - Housing Focus
  - Few Retail Destinations
  - Little Employment

- **Integrated Corridors**
  - Multiple Activity Centers
  - Job-Housing Balance
  - Enhanced Connectivity

### Local Progress Toward Transit-Oriented Development

- **Enhanced Service**
- **Integrated Corridors**
- **Transitioning Corridors**
- **Emerging Corridors**
- **Enhanced Land Use & Design**
The LTC Method

The LTC method offers a reliable approach for promoting livability through a clear, measurable, and effective framework. The method relies on a sophisticated assessment tool to empirically evaluate corridor performance. Using quantitative metrics, the tool evaluates the availability of livability opportunities along transit corridors. A spectrum of quality-of-life needs are assessed to address all six Livability Principles (see sidebar facing page).

The tool begins by considering a dozen metrics that operationalize the Principles via measurable goals. In consultation with corridor stakeholders, the assessment tool can be added to and refined to address unique corridor characteristics and needs, such as to reflect the policies of local communities and regional agencies.

The LTC method connects users to a large menu of implementation strategies. Strategies are based on extensive review of best practices, interviews and case studies for seventeen corridors nationally.

Measuring Livability & Quality of Life

The LTC Method measures access to quality of life (QOL) opportunities. Research focuses on the measurement of QOL outcomes. We found people in the most livable corridors make up to 50% more within-corridor trips; up to four times as many trips without a car; have roughly 1.5% lower obesity rates; and roughly 1% lower unemployment rates than low livability corridors.

Creating Livable Streets

Livable Streets are Complete Streets
Corridors perform better with strong pedestrian and bicycle connections to local destinations and transit. LTC co-author Matt Taecker also co-authored Metro Portland’s, a multimodal guidance manual for regional roadways.
Integrated Access to Livability Opportunities

The LTC method promotes transit corridors that offer a full array of livability opportunities. As illustrated here, an Integrated Corridor offers access to basic quality-of-life needs on foot or in a single transit trip.

Additional Information

“Livable Transit Corridors: Methods, Metrics, and Strategies” was developed for the Transportation Research Board by a team of consultants and advisors, bringing together professionals with expertise in transportation and land use planning, regional and urban design, governance and stakeholder engagement, statistical methods, and academic research. See page 1 for web resources.

Dr. Christopher Ferrell, Ph.D. was Principal investigator. Principal co-authors include Dr. Bruce Appleyard, and Matthew Taecker, AIA AICP.

For more information about the LTC research and how it can be applied, please contact Christopher Ferrell at chris.ferrell@corridorplanning.com, or Matthew Taecker at matt.taecker@corridorplanning.com. Corridor Planning (www.corridorplanning.com) is a collaboration committed to the creation of more livable and sustainable corridors.