Cebu, 13 March 2017

Opening Discussion:
TOD Principles and Strategies

Note: to provide visual illustrations, some pictures in the following slides are taken from the internet and used only for the purpose of this limited workshop, not for publication
The Future We Want

Population and activities will continue to grow. Competition over urban space – for living, working, moving – will be increasingly tougher.
Bottom line: Sustainable [Urban] Development

The principles of TOD can be “traced” back to the idea of sustainable development and its urban dimension. TOD is good for the people, planet and the economy.

All goals in the SDGs have “urban implications” – the ways we do with (plan, develop, use, manage) our cities directly and indirectly affect the achievement of the goals...
TOD is type of urban development that provides easy and comfortable access to public transport (and other sustainable modes of mobility) by placing compact, mixed-use, walkable development around stations.

Why TOD?

SOME OF THE BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

Americans believe transit oriented development provides an array of benefits ranging from lifestyle to environmental to economic.

- 57% Reduce dependence on driving
- 46% Allow residents to live, work, and play in the same area
- 44% Reduce the area’s carbon footprint or negative impact on the environment
- 43% Provide access to better life services
- 43% Stimulate the local economy
- 42% Provide better access between urban and suburban areas
- 39% Provide access to better entertainment or recreational services
- 37% Provide access to better jobs
- 30% Revitalize urban areas

© 2016 HNTB Companies

Source: TOD Institute (www.tod.org)
Before the term becomes popular, transit-oriented urban development/society has long been practiced in Europe, Japan and some other parts of the world.
Calthorpe’s TOD and Adaptation
Commonly known in urban planning as a **transportation – land use interface/integration**, TOD also requires supporting **urban design** [walkability, amenities, etc.]
ITDP’s TOD Standards

<table>
<thead>
<tr>
<th>Principles</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>[1] Walk</td>
<td>The pedestrian networks and realms need to be <strong>safe</strong>, <strong>complete</strong>, <strong>active</strong>, <strong>vibrant</strong>, <strong>temperate</strong> and <strong>comfortable</strong></td>
</tr>
<tr>
<td>[2] Cycle</td>
<td>The cycling networks need to be <strong>safe</strong> and <strong>complete</strong>, equipped with ample and secured parking/storage</td>
</tr>
<tr>
<td>[3] Connect</td>
<td>Walking and cycling routes are <strong>direct</strong>, <strong>varied</strong> and <strong>short</strong> (shorter than motor vehicle routes)</td>
</tr>
<tr>
<td>[4] Transit</td>
<td>High-quality transit is <strong>accessible by foot</strong> (note: not only distance-wise but also in term of comfort, availability of amenities, etc.)</td>
</tr>
<tr>
<td>[5] Mix</td>
<td>Trip lengths are reduced by diverse uses and complementary, special efforts should also be made for affordable housing within the vicinity of transit hub</td>
</tr>
<tr>
<td>[6] Densify</td>
<td>Residential and job density support high-quality local transit and local services</td>
</tr>
<tr>
<td>[7] Compact</td>
<td>Development within existing urban areas</td>
</tr>
<tr>
<td>[8] Shift</td>
<td>The areas of land occupied by motor vehicles should be minimized</td>
</tr>
</tbody>
</table>

* ITDP: Institute for Transportation and Development Study
Should the transportation system be rail-based?

Rail-based transit systems (MRT, LRT, monorail, etc.) may be ideal, but may also be beyond affordability of many developing cities, at least at present.

**Bus-rapid transit (BRT),** with dedicated lanes have been proven to be a good alternative ..... (Note: main public objection usually is “Why one lane should be dedicated for the buses, while we barely have a space to move on the streets?” ← but this is precisely the concept
Even “para-transit” can temporarily used as the backbone of a TOD
So....
We know what we want to be in the future....

How do we get there?

What can we do to transform Metro Cebu to become more “transit-oriented” (“the future we want” and not letting it slip to become the future we don’t want)?

Let’s discuss and plan our path/roadmap to the future we want!