

To: Washington County, Sara Allen, Manager of FA TOD Pilot Program Grant/Gold Line	
From:	Metropolitan Council/Metro Transit
RE:	BRTOD- Local and National BRTOD Systems in Smaller Communities_ Key Reference Documents

Bus Rapid Transit-Oriented Development (BRTOD) has been emerging in the last 15 years as several smaller communities have scoped, planned, and implemented BRT. This memo highlights three national and two local examples of Transit-oriented Development (TOD) in smaller communities:

- 1) Cleveland Health Line in Cleveland, Ohio;
- 2) Martin Luther King, Jr. East Busway in Pittsburgh, Pennsylvania;
- 3) Uptown-Oakland BRT in Pittsburgh, Pennsylvania, and
- 4) Rapid Bus A-Line BRT in Saint Paul, Minnesota
- 5) METRO Gold Line in St. Paul, Minnesota

These communities are noted in the report “BRTOD-State of the Practice in the United States” but highlighted in this memo primarily due to their comparable population profiles. Highlighted examples include:

Cleveland’s has an estimated population of 390,000 and the metro area population of 2.1 million.

Pittsburgh is estimated to be home to 306,500 people, with a metro area that has a population of 2.36 million.

St. Paul’s population is 306,621 while the greater Twin Cities is 3.5M.

There are more than 20 true BRT lines operating in the United States today, with many more in various stages of planning. In the Twin Cities, there is currently one operational BRT line, two more lines in the planning phase, as well as 5 rapid bus lines with some BRT features in operation or planning. One of the draws of BRT is its ability to provide a level of travel benefits comparable to that of LRT for smaller ridership corridors.

The references below are drawn from the References section of *BRTOD – State of the Practice in the United States*. Topics including scoping, planning, and implementation of BRT can be found in the resources listed below:

Cleveland Health Line (Cleveland, OH)

Ohio Development Services Agency. (2018). Brownfield Revitalization. Retrieved from Ohio.gov: <https://development.ohio.gov/cleanohio/BrownfieldRevitalization/>

Ohio Development Services Agency. (2018). Job Ready Sites. Retrieved from Ohio.gov: https://development.ohio.gov/redev/JRS_funding.htm

Martin Luther King, Jr. East Busway (Pittsburg, PA)

- East Liberty Development, Inc. (2015). Affordable Housing in East Liberty. Retrieved from East Liberty Development, Inc.: https://www.eastliberty.org/wp-content/uploads/2016/11/Affordable-Housing-in-East-Liberty_2015.compressed.pdf
- Krauss, M. J. (2014, September 2). EastSide III caps a long collaboration in East Liberty. NEXTpittsburgh. Retrieved from <https://www.nextpittsburgh.com/neighborhoods/east-liberty/eastside-iii-caps-a-long-collaboration-in-east-liberty/>
- McConnell Schaarsmith, A. (2015, May 20). East Liberty Place South latest project to revitalize neighborhood. Pittsburgh Post-Gazette. Retrieved from <http://www.post-gazette.com/local/city/2015/05/20/East-Liberty-Place-South-latest-project-to-revitalize-neighborhood/stories/201505200229>
- Reid, L. (2013, November 4). Mixed-Income Housing a Cornerstone of East Liberty Redevelopment. 90.5 WESA. Retrieved from <http://www.wesa.fm/post/mixed-income-housing-cornerstone-east-liberty-redevelopment#stream/0>
- Schooley, T. (2013, November 4). TCB breaks ground on East Liberty Place South. Pittsburgh Business Times. Retrieved from <https://www.bizjournals.com/pittsburgh/news/2013/11/04/tcb-breaks-ground-on-east-liberty.html?s=print>
- Schooley, T. (2014, May 13). Mosites unveils plans for next phase of East Side project. Pittsburgh Business Times. Retrieved from <https://www.bizjournals.com/pittsburgh/news/2014/05/13/mosites-unveils-plans-for-next-phase-of-east-side.html?s=print>
- The Mosites Company. (2018a). Eastside I. Retrieved from The Mosites Company: <https://mosites.net/portfolio/eastside-i/>
- Iannotti, R. (2018, April 16). East Liberty Luxury Redevelopment Plans Come Under Fire. CBS Pittsburgh. Retrieved from <https://pittsburgh.cbslocal.com/2018/04/16/east-liberty-redevelopment-protest/>
- Lyons, K. (2017, June 2). For growing cities, a cautionary tale from Pittsburgh. Technically Media. Retrieved from <https://technical.ly/2017/06/02/lawsuit-pittsburgh-development-cautionary-tale/>
- Mikek, B. (2018, July 28). Community members protest development at former Penn Plaza. Pittsburgh Post-Gazette. Retrieved from <http://www.post-gazette.com/local/city/2018/07/28/Protest-former-Penn-Plaza-apartments-pittsburgh-east-liberty-development/stories/201807280076>
- Nelson Jones, D. (2018, July 11). Judge rules in favor of developer of former Penn Plaza apartments site. Pittsburgh Post-Gazette. Retrieved from <http://www.post-gazette.com/local/city/2018/07/11/Common-Pleas-Penn-Plaza-Pennley-Park-South-affordable-housing/stories/201807110188>
- Urban Land Institute. (2011). ULI Case Studies - Eastside. Retrieved from Urban Land Institute: <https://casestudies.uli.org/wp-content/uploads/sites/98/2016/06/Eastside-PDF.pdf>
- Vrabel, J. (2018, April 10). Key moments in the Penn Plaza displacement saga. PublicSource. Retrieved from <https://www.publicsource.org/key-moments-in-the-penn-plaza-displacement-saga/>

Uptown-Oakland BRT (Pittsburgh, PA)

Brookings Institution. (2018). Innovation Districts. Retrieved from Brookings Institution:
<https://www.brookings.edu/innovation-districts/>

City of Pittsburgh. (2017). EcoInnovation District. Retrieved from EcoInnovation District:
<http://www.ecoinnovationdistrict.org/read-draft-plan-here>

EcoDistricts. (2018). About. Retrieved from EcoDistricts: <https://ecodistricts.org/about/>

Port Authority of Allegheny County. (2018a). BRT. Retrieved from Port Authority:
<http://portauthority.org/paac/portals/0/brt/webppt.pdf>

Port Authority of Allegheny County. (2018b). Schedules & Maps. Retrieved from Port Authority:
<http://www.portauthority.org/paac/SchedulesMaps/TripPlanner.aspx>

A-Line BRT and METRO Gold Line (Minneapolis – St. Paul, MN)

Guthrie, A., & Fan, Y. (2016). Economic Development Impacts of Bus Rapid Transit. Minneapolis:
University of Minnesota.

City of Oakdale. (2018). Helmo Station BRTOD Plan - Final. Retrieved from City of Oakdale:
<https://www.ci.oakdale.mn.us/DocumentCenter/View/2181/Helmo-Station-BRTOD-Plan---Final-PDF?bidId=>

Johnson, B. (2018, June 21). St. Paul OKs Snelling Avenue apartment project. Finance & Commerce.
Retrieved from <https://finance-commerce.com/2018/06/st-paul-oks-snelling-avenue-apartment-project/>

Metro Transit. (2018). Rapid bus projects. Retrieved from Metro Transit:
<https://www.metrotransit.org/abrt>

Metropolitan Council. (2018). 2040 Transportation Policy Plan. Retrieved from Metropolitan Council:
<https://metro council.org/Transportation/Publications-And-Resources/Transportation-Planning/2040-TPP/2040-TPP-Complete.aspx>

NOTE: The Metropolitan Council has developed a [TOD Guide](#) for local communities in the Twin Cities to use in local comprehensive planning. The section on “Roles & Support,” and “Planning Fundamentals” provide useful information for appointed and elected officials. For local transit and land use planners, the resource fact sheets, case studies and best practices have been developed and are available. The Guide also provides in-depth information on markets, equity, and implementation.

General planning and implementation sources:

- Cervero, R., & Dai, D. (2014). BRT TOD: Leveraging transit-oriented development with bus rapid transit investments. *Transport Policy*, 36, 127-138.
- Currie, G. (2006). Bus Transit Oriented Development—Strengths and Challenges Relative to Rail. *Journal of Public Transportation*, 9(4), 1-21.
- Federal Transit Administration. (2018). Pilot Program for Transit-Oriented Development Planning - Section 20005(b). Retrieved from Federal Transit Administration: <https://www.transit.dot.gov/TODPilot>
- Government Accountability Office. (2012). *Bus Rapid Transit: Projects Improve Transit Service and Can Contribute to Economic Development*. Washington: Government Accountability Office.
- Institute for Transportation and Development Policy. (2016). *The Bus Rapid Transit Standard*. Retrieved from Institute for Transportation and Development Policy: <https://www.itdp.org/2016/06/21/the-brt-standard/>
- Institute for Transportation and Development Policy. (2018). *BRT Rankings*. Retrieved from Institute for Transportation and Development Policy: <https://www.itdp.org/library/standards-and-guides/the-bus-rapid-transit-standard/best-practices-2013/>
- Nelson, A. C., & Ganning, J. (2015). *National Study of BRT Development Outcomes*. Portland: National Institute for Transportation and Communities.
- Nelson, A. C., Appleyard, B., Kannan, S., Ewing, R., Miller, M., & Eskic, D. (2013). Bus Rapid Transit and Economic Development: Case Study of the Eugene-Springfield BRT System. *Journal of Public Transportation*, 16(3), 41-57.
- Perk, V. A., & Catalá, M. (2009). *Land Use Impacts of Bus Rapid Transit: Effects of BRT Station Proximity on Property Values along the Pittsburgh Martin Luther King, Jr. East Busway*. Washington: Federal Transit Administration.
- Perk, V. A., Catalá, M., Mantius, M., & Corcoran, K. (2017). *Impacts of Bus Rapid Transit (BRT) on Surrounding Residential Property Values*. Portland: National Institute for Transportation and Communities.
- Thole, C., & Samus, J. (2009). *Bus Rapid Transit and Development: Policies and Practices that Affect Development Around Transit*. Washington: Federal Transit Administration.