

Living Next to a Transit Corridor

A Livability Audit for Children and Elders

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May 2017



Transit Oriented Development

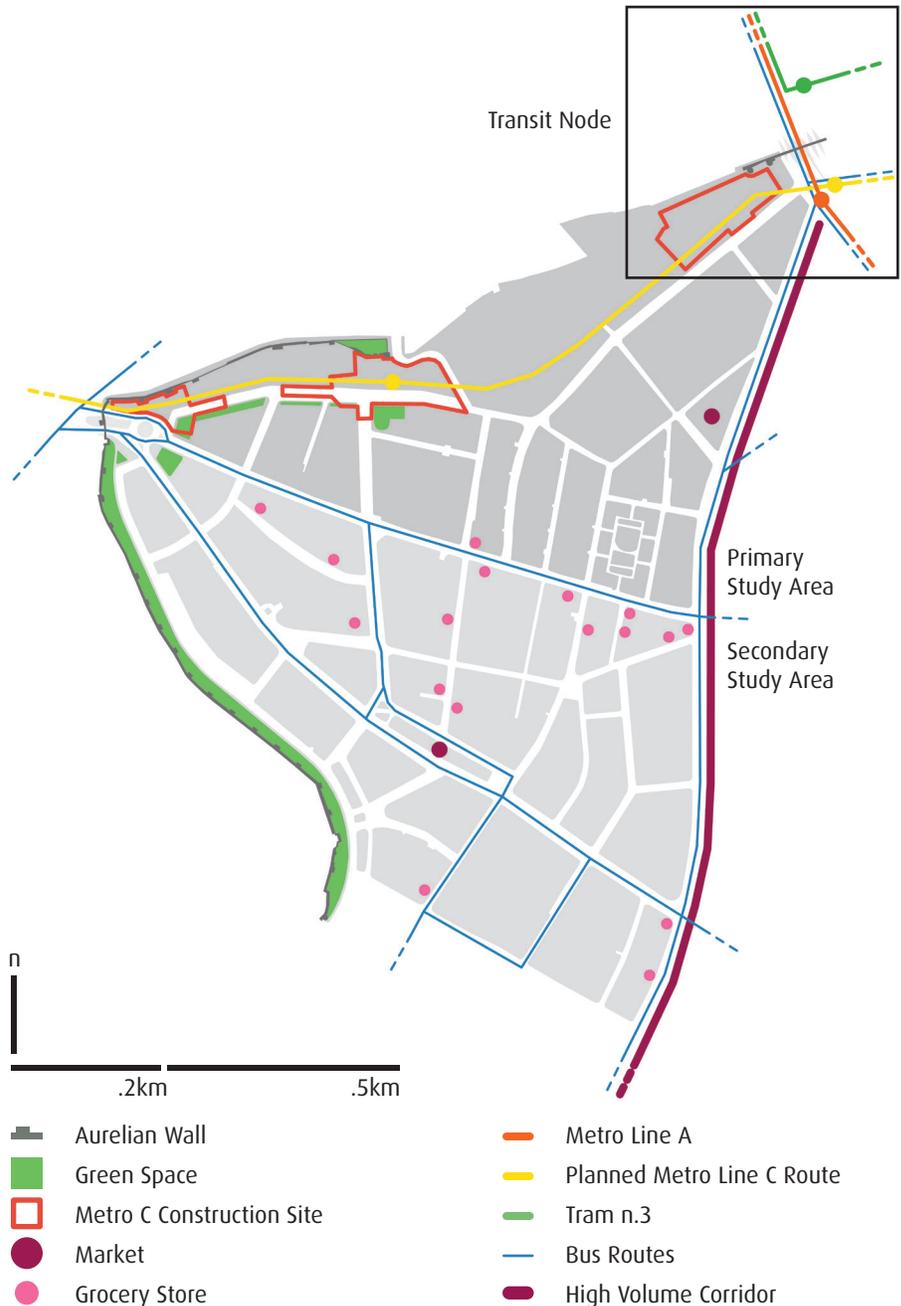
Transit-Oriented Development (TOD) aims to maximize access to public transportation, create vibrant communities, and reduce automobile dependency. Often, TODs fail to satisfy all these objectives, negatively affecting quality of life in a neighborhood. These shortfalls directly impact children and elders, as TOD often favors commuters of working age (Cervero 2004). **This issue brief explores how the negative impacts of TOD on community can be mitigated.**

San Giovanni

San Giovanni is a dense, connected, central Roman neighborhood with a history of TOD. This neighborhood is comprised of two study areas; the first is adjacent to a transit node while the second is further away, providing a basis for comparison.

Livability in a TOD

Researcher Deni Ruggeri's (2015) *Field Audit for Measuring Livability* was used to investigate the impacts of TOD on this neighborhood. Issues of **congestion and pollution, maintenance of public space, and presence of community services** were identified as the most salient differences between the two areas. These findings were later confirmed in interviews with over twenty-five residents. These issues have impacts on the community, especially its elderly and child population.



The 2017 Cornell Rome Workshop is focused on planning for child and age friendly cities. Funding provided by Engaged Cornell. Partners include:



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www.biennalespaziopubblico.it

Congestion and Pollution

While TOD can reduce congestion by encouraging the use of public transportation, planners should be cognizant of potential pitfalls. Overcommitting bus routes can create busy roads that are impassable for children and elders. In San Giovanni, the neighborhood entrance is a dangerous intersection while a lack of functioning parking exacerbates traffic. Congestion reduces air quality, a common complaint in San Giovanni.

Suggestions

- Avoid overcommitting bus routes to one road; build bus-only lanes
- Build islands to break up long intersections



Pedestrians navigate San Giovanni's transit node

Maintenance of Public Spaces

The deterioration of public spaces discourages their use, limiting the possibility of social interaction. This effect is especially relevant for children and elders, many of whom may have limited mobility. New transit development often takes over existing public spaces. In the primary area of San Giovanni, three years of metro construction have completely restricted access to green space and created issues of maintenance in the neighborhood's limited public space.

Suggestions

- Add street furniture to provide age-friendly social spaces
- Support local organizations that maintain public spaces

A Shift in Community Services

Non-residents are often attracted to the convenience and services of a well-connected neighborhood, and visit primarily to work or to shop. While this makes for a vibrant streetscape, local businesses selling family goods may be priced out of the neighborhood by those selling commercial goods. This is the case in the primary area of San Giovanni, where there has been a decline in services for residents. Today there are many hotels, clothing shops, and interior design stores catering to visitors. The wealth of local services in the secondary area highlights the primary area's lack thereof. This is especially detrimental to elders and children who are less mobile.

Suggestions

- Facilitate programs and events for children and elders
- Encourage placement of local services in the area impacted by TOD

Key Takeaways

- Transit-Oriented Development can increase livability when implemented correctly
- Planners must remember the needs of residents, especially children and elders, by recognizing:
 - Quality of life is most affected by traffic congestion and pollution, which can increase with TOD
 - Traffic and construction can lead to the deterioration of public and green spaces
 - Transient users in a well-connected neighborhood can push out local services, negatively affecting the community

References

- Cervero, Robert. *Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects*. Washington D.C: Transportation Research Board, 2004.
- Ruggeri, Denise. "The Study of Perceived Livability at the Transit Stop." Norwegian University of Life Sciences. National Institute for Transportation and Communities, 2015.
- Detailed case study report of **San Giovanni** accessible online at goo.gl/Yu5Nvq.