

Appendix I: Transit-Friendly Checklists



Healthy Neighborhood Development Supporting Transit

CHECKLIST FOR ALL REVIEW PROJECTS. This transit checklist should be used to evaluate the accessibility of a development to transportation by local Review Boards. Development plans can be critiqued by answering the questions on the following checklist. These questions are designed to receive a "YES" response if the development will accommodate transit vehicles and provides access to public transportation. If a "YES" response is not received, the Review Boards should further review the appropriate area and provide reasonable transit friendly recommendations for the project.

- Do the roads within and around the development incorporate the following features to make the development accessible by public transportation?
 - ✓ Intersection radii for driveway and intersections designed for a 53-foot outside turning radius.
 - ✓ Roadway grades that are 3% or less.
 - ✓ Roadway pavement should be constructed to handle vehicles with loads of 20,000 lbs. per axle.
 - ✓ Bus loading pads should be designed with a minimum 8-inch portland cement concrete jointed reinforced pavement and a 4-inch subbase of stabilized granular material.
 - ✓ Lane widths of 12-feet.
 - ✓ Curb heights of 6-inch or higher.
- Are residential developments designed with a central collector street that provides access for transit vehicles?
- Have bus stop locations near the development been identified by the Resort Transportation Board?
- Are paved passenger waiting areas provided at all near-side corners of collector and arterial street intersections?
- Are passenger amenities (shelters, benches, adequate lighting, bicycle facilities, and landscaping) provided at bus stops?
- Are transit stops located within one-quarter mile (one-half mile in low density developments) or less of all buildings within the development?
- Have bus turnouts, berths, turnarounds and/or park-and-ride facilities been incorporated into appropriate roadway or development designs?
- Do pedestrian walkways provide a direct path from building entrances to transit stops?
- Are pedestrian walkways and bicycle routes located along the development's perimeter streets? Do they lead directly to building entrances?
- Are walkways, curbs, bus stops, building entrances, parking areas, and transit facilities designed for the mobility limited?
- Do office and industrial developments over 25,000 square feet have lobbies designed with passenger waiting areas?
- Are retail, office and industrial buildings located within 150 feet from transit service?
- Is adequate lighting provided at bus stops, passenger waiting areas and along pedestrian walkways?
- Are 5% of the parking spaces near the primary building entrance from the parking lot designed for vanpool/carpool vehicles?
- Do parking spaces for the mobility limited conform to ADA regulations?
- Are parking spaces for the mobility limited located adjacent to the primary building entrance from the parking lot?

Good Practices for Transit-Supportive Development

FTA, Transit Supportive Development in the United States, 1993

Land Use

- Mix transit-compatible land uses on single sites and near transit stops. Mixes may take the form of first-floor retail with office and residential above, or it may involve integrating housing, office, retail, industrial, and recreational uses over a larger area.
- Encourage densities that can support transit. Some generally agreed-upon thresholds are:

Residential Densities

- ✓ At least 7 units per acre is necessary to support bus service every 30 minutes;
- ✓ At about 30 units per acre, bus service every 10 minutes becomes possible.

Employment Densities

- ✓ The threshold for employee-based local bus service is approximately 50-60 employees per acre when the total employment base is 10,000 or more;
- ✓ Floor-to-area ratios (FAR) should exceed 2 to justify frequent service.

- Site high-density development close to transit stops and routes. Densities should gradually decline with distance from the stops, and non-transit-compatible (low intensity) should be located away from transit stops.
- Situate new developments along transit routes in existing urban or suburban activity centers. These centers should be mixed-use and transit-oriented in nature (or they should be gradually converted if they are not).
- A quarter-mile is usually the maximum distance that a person will walk to a transit stop; thus, new developments should be located within a quarter-mile of a transit stop, and preferable much closer where possible.

Site Design

- Minimize the distance between a main building entrance and the nearest transit stop. There should be a direct, paved pedestrian route from the stop to the entry.
- Retail and office buildings should be located near the roadway (i.e., setbacks should be minimized) with parking in the back or on the side.
- Pedestrian-oriented retail uses should be located along the roadway.
- Gridiron, or modified grid, street patterns are preferred to cul-de-sac or curvilinear streets. Street systems should have clear functional hierarchy, including local, collector, and arterial streets.
- Connect neighborhoods and transit stops with direct pedestrian walkways. Where soundwalls surround a neighborhood, the wall surface should be staggered to create entrance/exit points. In the case of a cul-de-sac, walkway easements should be used to shorten the distance to nearby bus stops.
- Configure streets to allow for through and efficient movement of buses; avoid cul-de-sacs, branch roads, and excessive circuitry.
- Abundant free parking should be discouraged. Walking distances from parking facilities to buildings should be no closer than the nearest transit facilities.
- All buildings should be oriented toward transit stops. Front and rear lot setbacks should be modest.
- Non-connected, adjacent development parcels should be linked by new roadways when possible.

Pedestrian and Transit Facilities

- All geometrics on roads serving a development should be designed to accommodate transit. Special attention should be given to turning radii, road widths, and pavement depths where future bus routes are expected.
- To encourage walking, there should be generous landscaping, paved walkways, and safe street crossings.
- Link all buildings and transit stops with continuous sidewalks. Sidewalks should abut all roadways.
- Bike racks, lockers, and showers should be made available at work sites.
- Transit shelters and other transit stop facilities (i.e. route information stands, trash cans, and benches) should be appropriately sited.
- Locate bus stops at least every one-quarter mile. Also locate new developments within one-quarter mile of bus stops. Often one-quarter mile is treated as the maximum walking distance to a transit stop, although the more realistic 500-1,000 foot maximum walk for bus transit is sometimes used.
- All buildings, walkways, and transit facilities should be accessible.
- Give transit passenger safety and security a high priority.