

## Healthy Neighborhood Development Supporting Transit

CHECKLIST FOR ALL REVIEW PROJECTS. This transit checklist should be used to evaluate the accessibility of a development to public transportation by the Planning & Zoning Departments, County planning and zoning and also planning and zoning boards. Development plans can be critiqued by answering the questions on the following checklist. These questions are designed to receive a AYES® response if the development will accommodate transit vehicles and provides access to public transportation. If a AYES® response is not received, the Planning and Zoning Department 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 Casper Area Transportation Coalition?
- 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.