

## 2. Alternative Strategies and Measures

### 2.4: Pedestrian-Friendly, Transit Supportive Development

This measure complements the goals of Context Sensitive Street Design, because pedestrian-friendly and transit supportive development supports increased mobility, particularly by transit, walking and bicycling.

#### **Transit Supportive Development**

Transit supportive development is a land use planning, urban design and development strategy for insuring future mobility and livability by supporting increasing transit use, walking and bicycling. The fundamental principles of transit supportive development are:

- Place moderate and high density housing and employment within convenient walk of transit.
- Mix residential and employment uses with shopping opportunities and public facilities.
- Provide multiple and direct street connections to transit stops and shopping.
- Design for pedestrians and bicyclists, without excluding the auto.
- Establish a regional network of designated transit corridors with high quality transit service
- Within designated transit corridors, create and promote opportunities for a variety of development types or districts corresponding to a defined level of transit service.



*The Irvington, Mixed Use Development; Portland , OR*

In many cases current development projects could become transit supportive with minor modifications. In other cases, market forces will need to be encouraged to produce transit supportive development.

In its most basic form transit supportive development has the following characteristics:

**Density:** A fundamental characteristic of transit supportive development is density, or the concentration of homes and/or jobs within walking distance of transit services. Generally, higher densities support higher levels of transit service. Increasing the concentration of homes and jobs along transit routes and station areas typically results in increased transit ridership.

**Land Use:** Two land use characteristics are critical in transit supportive development.

- First, mixed land use allows access to a range of activities within easy walking distance of a person's place of arrival. Providing a mix of land uses reduces the need to make separate trips to various places, which is harder to do by transit, walking or bicycling. By mixing land uses around transit stops, transit use, walking and bicycling are encouraged.
- Second, transit supportive land use patterns concentrate jobs in major employment nodes, linked to other employment nodes by the region's high capacity transit system.

**Design:** The design of transit supportive development supports pedestrian environments which encourage transit use, walking and bicycling, in addition to automobile use. A majority of streets in transit supportive development districts are designed to be multi-modal , and on some streets, priority is given to the pedestrian.

Note: For specifics on transit supportive development, please refer to the following Community Choices Tool:

*TRANSIT ORIENTED DEVELOPMENT*