

The Upper Valley
Transportation Management Association's

Mobility Checklist

Guidelines to create efficient and livable growth



Promoting:

- Walkable Neighborhoods
- Biking
- Bus Transit

Sources

- Center for Transit Oriented Development—www.reconnectingamerica.org
- *Frequently Asked Questions*—www.SmartGrowthPlanning.org
- *Bikeability Checklist*, prepared by Pedestrian and Bicycle Information Center, National Highway Traffic Safety Administration, U.S. Department of Transportation (USDOT)
- *Workability Checklist*, prepared by National Center of Safe Routes to School, Pedestrian and Bicycle Information Center, USDOT, and U.S. Environmental Protection Agency
- *Transit-Oriented Development Guidebook*. City of Austin, Texas, April 2006
- *Transit 2020 Report*, Appendix E Transit-Oriented Development Checklist, August 2002
- *Guide for Transit-Oriented Development*, prepared by Twin Cities Metropolitan Council, Minneapolis, MN, August 2006
- *Smart Choices Program—TOD Checklist*, City of Edmonton, Planning and Development Office, August 2006

This checklist is a project of

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About Vital Communities

Vital Communities is a regional nonprofit organization based in White River Junction, VT, that works to engage citizens in community life and to foster the long-term balance of cultural, economic, environmental, and social well-being in our region.

A. Proximity to Services, Employment, and Transit

The most effective way to reduce single-occupant vehicle (SOV) transportation is to locate housing near services and employment and on transit routes.

Is the Proposal:	Yes	No	NA
1. Proximate (within a 10-minute walk) to an employment center or downtown area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Proximate (within a 10-minute walk) to an existing or proposed transit stop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the Proposal Include:	Yes	No	NA
1. Bus and/or van stops with shelters for protection from the weather?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Safe, convenient pedestrian and bicycling network connections to bus routes and/or van stops?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Results of discussion with local transit providers, including school district, social service agencies, and public transportation providers?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Results of discussion with regional transportation authorities (Regional Planning Commissions, Upper Valley Trails Alliance, Upper Valley Transportation Management Association)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B. Pedestrian and Cyclist Orientation—Walking and Cycling

These features encourage people to walk and cycle instead of getting into their automobiles. Routes for pedestrians and cyclists within the proposed development should be convenient, attractive, and safe. The design also should provide for the easy use of strollers, scooters, rollerblades, walkers, and wheelchairs.

Does the Proposal Include	Yes	No	NA
1. Buildings scaled and designed to create an attractive environment for pedestrians and cyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Streets designed to promote slow vehicular traffic? A compact, grid-based street network with small blocks (300–500 ft) that offer multiple access points and alternative route options is ideal. (Dead-end cul-de-sacs and large blocks are not desirable.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Paths or sidewalks with adequate widths, sight lines, and, where appropriate, lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Paths or sidewalks separated from the street by a landscaped area with trees, where appropriate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Barrier-free pedestrian and cycling routes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Ample, convenient, sheltered, and secure bicycle parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Access or rights-of-ways to connect with future developments, neighborhoods, or trails?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Trails, sidewalks, bike lanes, or transit routes from the proposed development to typical destinations (e.g., schools, recreational facilities, business district, multi-use trail system)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

C. Density/Location

Concentrated development supports pedestrians, cyclists, and public transportation opportunities.

Does the Proposal Promote Density (relative to context)?	Yes	No	NA
1. Does the development efficiently use the space available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Are the units sited in a compact pattern, maximizing open space, and enabling transit services to make limited stops?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

D. Mix of Uses

“Villages” at transit stops should have a mix of residential, civic, and commercial land uses, as well as other land uses nearby. The mix should offer people opportunities to live and work close to transit, to obtain at least basic goods and services, and to use transit to travel to other places.

Does the Proposal Include:	Yes	No	NA
1. A mix of housing types and/or housing unit sizes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. A horizontal or vertical mix of residential, civic, and commercial (office/retail) land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. An additional mix of uses within an already mixed-use area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Attractive public and private open spaces with amenities (e.g., landscaping, benches, waste receptacles, lighting, public art)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Commercial uses that benefit residents and are compatible with the neighborhood (e.g., neighborhood store, coffee shop, hair salon)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

E. Parking

Parking should be minimized while encouraging active transportation alternatives to the SOV.

Does the Proposal Include:	Yes	No	NA
1. A plan to reduce reliance on the SOV (i.e., a Transportation Demand Management plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Parking located to the side or to the rear of buildings in general?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A reduction in the number of parking spaces provided for residential buildings based on proximity to alternative transportation options?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Both minimum and maximum parking standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Shared parking among different types of land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Secondary entrances and/or loading spaces located to the side or rear of buildings to minimize sidewalk crossings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Structured parking instead of surface lots in high-density areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>