Creating Pedestrian Friendly and Transit Oriented Communities
What is “Pedestrian Friendly?”

- Goes beyond good streets, sidewalks, and crossings
- Environment that is safe, comfortable, and convenient
- Contributing physical and non-physical elements

An environment that encourages people to choose to walk!
Direct physical considerations

Pedestrian-friendly environment

Non-physical considerations

Indirect physical considerations
Direct Physical Considerations

- Physical
  - Sidewalk width
  - Crossings
  - Corner treatments
  - Shelter (trees, awnings, arcades, overhangs)
Indirect Physical Considerations

- Interface with adjacent buildings/uses
  - No blank walls
  - Doors to the sidewalk
- Relationship with the street
  - Adjacent lane (parking, travel, bike, etc.)
- Treatment of difficult conditions
- Connections

Image from *Where the Sidewalk Ends*, Shel Silverstein
Non-Physical Considerations

Other

- Visual interest
- Feeling of safety
- Convenience and functionality
- Ownership
- Windows on the street
- Local leadership and vision
- Developer support

Things are not always perfect!
Good Examples

Boston, MA

Norfolk, VA
Good Examples

Amsterdam

Bangkok
Good Examples

Chicago, IL

Del Ray, Fl
Difficult Transitions...

Clearly defined edge of space for cars and space for pedestrians

Corner transition to suburban style shopping
Other Important Spaces

Gathering places that are amenities to the community

Spaces that draw people to the street
Transit Oriented Development

- Define “transit oriented”
- Variety of scales and mixtures of uses
- Transit culture
- Other considerations
  - Availability of parking
  - Mix of uses
  - Services
- Critical that TODs are pedestrian friendly
Elements of TOD

- Pedestrian orientation
- Permeable
- Appropriate scale
- Density
- *Real* mixture of uses
- Critical mass

River Line in Burlington, NJ
Pedestrian Friendly and Transit Oriented CAN Exist

Cities and towns are being successful
Requires careful planning
Can’t exist everywhere
Good plan
Long vision
Strong and consistent leadership
Great examples – Atlanta, Arlington, and Chicago…
Creating Pedestrian Friendly Places

- Reserve sufficient space for sidewalks and streetscape
- Consider the relative connectedness of the non-vehicular transportation system
- As streets are reconfigured, think about all users and the adjacent land use
- Encourage infusion of neighborhood services
Measures of Success

- Pedestrian traffic increases…not just recreational walkers
- Fewer people feel compelled to drive short distances
- Spaces that people feel compelled to experience
- Desirable area to live, work, shop, play…
- Serves as a catalyst for redevelopment
- People “live in their front yards”
Project Example of TOD + Pedestrian Friendly
Opportunities…

Pedestrian Friendly

Transit Oriented
Area Description

- Nowhere zone – at the fringe of the alternative mode friendly “North Side”
- Includes former Cabrini Green – defunct public housing project
- Some active industrial uses
- Fractured urban character
- Excellent transportation access
- Experiencing infusion of residential and retail
Pedestrian Related Characteristics

- Sidewalks are narrow
- No tree canopy
- Lots of sidewalk obstructions (poles, meters…)
- Heavy pedestrian traffic
- Substantial bicycle traffic
- Some “shelter” via awnings and building overhangs
- Some driveways
Redevelopment is Coming…

Redevelopment Opportunities
Enabling Mechanisms

- Redevelopment/replacement of buildings
- Strong city leadership
- Partnership approach
- Good planning
- Standards and guidelines
- Knowledgeable staff
- Quality developers
- Individual desire to come back to the city