QL2.5 ENCOURAGE ALTERNATIVE MODES OF TRANSPORTATION

INTENT:

Improve accessibility to non-motorized transportation and public transit. Promote alternative transportation and reduce congestion.

LEVELS OF ACHIEVEMENT

IMPROVED	ENHANCED	SUPERIOR	CONSERVING	RESTORATIVE
(1) Transit access. The constructed works allow for walking distance and pedestrian accessible to multi-modal transportation. Location of facility or constructed works in relationship to multimodal transportation hubs. Pedestrian access. Restrictions on parking of motorized vehicles. (A, B)	**(3) Non motorized or transit friendly.** Location encourages the use of transit or non-motorized transportation, e.g., walking or cycling. The constructed works creates or offers convenient access to transit. Design for convenience in movement to transit facilities. Extended, contiguous trails and bicycle networks that connect to the site and/or constructed works. (A, B, C)	**(6) Non-motorized and transit friendly.** The constructed works is located in a place and configured in such a way that encourages the use of non-motorized transportation and transit for access. Location selected is convenient to extended and contiguous pathways and bikeways. Secure bicycle lockers are available. Facilities for users of the constructed works are designed with appropriate facilities and incorporate appropriate support policies. (A, B, C, D)	**12) Public transportation enhancements.** The project enhances public transportation facilities or implement programs to encourage the use of public and non-motorized transportation. (A, B, C, D, E)	**(15) Reviving transportation options.** The project is designed and constructed in a way that rehabilitates pathways, bikeways, rail and/or water modes of transportation that were unused and/or in disrepair and/or removes barriers to use of alternative modes of transportation. The project integrates these underutilized assets into the existing transportation infrastructure, and the larger transportation infrastructure strategy. (A, B, C, D, E, F)

DESCRIPTION

For projects located in urbanized areas it is important to ensure integration into the existing public transportation network, and if possible improve upon it. The reliance on the car has had long lasting detrimental effects on cities. Widening streets, and large areas of surface parking, have made cities spread out making it more difficult for pedestrians, bicyclists, and those dependent on public transportation.

The constructed works should be located within walking distance and pedestrian accessible to multi-modal transportation facility or constructed works offers convenient access to transit and pedestrian routes. Parking of motorized vehicles should be restricted.

The constructed works should be located in a place that encourages the use of non-motorized transportation for access. The location selected is convenient to extended and contiguous pathways and bikeways. Secure bicycle lockers are available. Facilities for workers in the constructed works are designed with appropriate support facilities. Appropriate user policies are in place to encourage non-motorized transportation.

ADVANCING TO HIGHER ACHIEVEMENT LEVELS

Benchmark: Simple access to transit, pathways or bikeways.

Performance Improvement: Improved access and convenience for non-motorized transportation. Design encourages the use of alternate modes of transportation.

EVALUATION CRITERIA AND DOCUMENTATION

A. Is the constructed works located within walking distance and is it pedestrian accessible to multi-modal transportation facilities?

1. *Location and design drawings showing proximity and accessibility to transportation facilities.*
2. *Degree of convenience and accessibility.*

B. Does the constructed works and associated infrastructure restrict the parking of motorized vehicles?

1. *Location and design drawings showing parking availability in and around the constructed works.*
2. *Parking spaces available relative to expected use of the constructed works and availability of alternative transportation. Comparisons to other parking restricted facilities and infrastructure.*

C. Is the constructed works and associated infrastructure designed for convenience in access to multi-modal transportation facilities?

1. *Location and design drawings showing bicycle and pedestrian walkways, trails and networks that connect to the site and constructed works.*
2. *Convenience, quality and safety of those walkways, trails and networks.*

D. Is the constructed works configured and located so that users are encouraged to use non-motorized transportation?

1. *Location and design drawings showing the topography is relatively flat, with a network of pathways and bikeways converge on or near the constructed works.*

METRIC:

The degree to which the project has increased walkability, use of public transit, non-motorized transit.

2. Availability of facilities and policies for the users.

E. Has the project owner and the project team, working with the community developed programs to encourage the use of alternative modes of transportation?

1. Provision for sheltered and well-lit bus stops, tram stops, or transit access points.

2. Effective display of information such as time and route of public transportation [kiosks, protected displays at bus stops, etc.]

F. Has the project owner and the project team identified under-unused pathways, bikeways, rail and/or water modes of transportation that are unused, in disrepair and/or have barriers to safe use? Has the team sought to upgrade these elements and integrate them into the existing transportation infrastructure?

1. Location and design drawings showing pathways, bikeways, rail and/or water modes of transportation that are unused and in disrepair.

2. Designs for upgrading and incorporating those elements into the existing transportation infrastructure.

3. Extent and effectiveness of rehabilitation and incorporation.

SOURCES

- CEEQUAL Assessment Manual for Projects Version 4, December 2008, Roger K. Venables, Sections 10.1.2, 10.1.3, 10.1.4.
- Adapted from The Sustainable Sites Initiative: Guidelines and Performance Benchmarks 2009, Credit 6.5: Provide for optimum site accessibility, safety, and wayfinding.

RELATED CREDITS

QL2.4 Improve Community Mobility and Access

QL2.6 Improve Site Accessibility, Safety and Wayfinding