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Planning Information Sheet:

Promoting Accessibility with Comprehensive Planning and Ordinances

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Version 1.0

DESIGN FOR HEALTH is a collaboration between the University of Minnesota and Blue Cross and Blue Shield of Minnesota that serves to bridge the gap between the emerging research base on community design and healthy living with the every-day realities of local government planning.

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Overview

The Design for Health (DFH) Comprehensive Plan and Ordinance Series provides planners with useful information about opportunities to address important health issues through the comprehensive planning process and plan implementation. The series addresses a range of health issues that are relevant to many communities and can be integrated into local plans and policies. This information sheet discusses a number of opportunities that planners have to address accessibility issues through planning and policy approaches.

Key Points

- Accessibility planning focuses on the degree to which people can easily get to destinations that directly or indirectly are linked to supporting human health. Planners can help increase access by ensuring that policies and implementation strategies encourage a variety of nearby destinations for residents (e.g., employment, health care, grocery stores, etc.), and that these destinations can be reached by a variety of transportation modes (e.g., bicycling, walking, automobile, transit).

- Accessibility is not an isolated issue; rather, it is tied to many other health topics covered in the DFH materials. For more information, see the table on the next page.

- Accessibility concerns focus less on automobile users and more on bicyclists, pedestrians and transit riders, since these people tend to be underserved. Specialized populations (e.g., seniors, children, persons with disabilities, low-income residents, etc.) are often associated with higher transit dependence. The level of accessibility will determine a person's ability to participate in different social, economic and recreational activities.

- DFH accessibility thresholds state that: residential components of a plan should be built at an average of more than seven units per gross acre, and all residential or employment areas should be located within 1200 m (three-quarters of a mile) of a transit stop. These emphasize opportunities to access transit service in terms of service locations and times, which are often linked to density. While seven units per acre serves as a threshold, higher densities can produce even great benefits in terms of accessibility.

- Accessibility can be addressed in comprehensive planning by integrating it into elements, such as transportation, public services, mobility, circulation, and design. It might also be addressed in supplemental plans, such as transit-oriented development (TOD) and multimodal master plans.

- Implementation strategies include development impact fees, employer transportation fees, as well as many other approaches outlined in the DFH information sheets related to social capital, physical activity and safety.

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The level of accessibility may influence a person's ability to participate in different social, economic, and recreation activities.

Design for Health Planning Information Sheets addressing Accessibility Topics

DFH Planning Information Sheet:	Topics covered related to accessibility:	Link:
Promoting **Accessibility** with Comprehensive Planning and Ordinances	▪ Multimodal transportation systems ▪ Transit planning ▪ Specialized populations	http://www.designforhealth.net/techassistance/Accessibility.htm
Supporting **Physical Activity** through Comprehensive Planning and Ordinances	▪ Pedestrian and bicycle plans ▪ Community design	http://www.designforhealth.net/techassistance/physicalactivityissue.html
Considering **Safety** through Comprehensive Planning and Ordinances	▪ Traffic calming ▪ Shared streets ▪ Streetscape-design guidelines ▪ Pedestrian plans ▪ CPTED	http://www.designforhealth.net/techassistance/safetyissue.html
Building **Social Capital** with Comprehensive Planning and Plan Implementation	▪ Mixed-use development ▪ Density ▪ Transit-oriented environments ▪ Pedestrian-oriented environments	http://www.designforhealth.net/techassistance/socialcapitalissue.html

Understanding the Relationship between Accessibility, Health, and Planning

Poor accessibility in a community, like poor air quality, is not a health outcome but rather a determinant of health, something that can improve or undermine one's health.

Traditionally, accessibility planning has focused on access to emergency services and/or to services for people with disabilities. Today it has expanded in scope to consider the impacts of limited access on outcomes, such as economic status, diet and social isolation. There are many different ways to improve accessibility through the built environment. In this information sheet, we focus on the importance of providing residents with a variety of services that are within close travel distance and/or can be reached by a variety of transportation modes, particularly transit. Such services include, but are not limited to: emergency services (police, fire and ambulance), health care, food, education, employment, financial institutions, and social and recreation activities.

In this sheet we highlight the following topics: creating multimodal transportation systems that connect to a wide variety of services; identifying the building blocks of good transit planning, and considering the needs of specialized populations. We focus on these themes to shift the attention from automobiles to other transportation modes.

Multimodal Transportation Systems

One component of good accessibility is a transportation system that includes a well-integrated, multimodal system that is connected to a variety of services. People will use different modes within one trip, depending on where they are traveling (e.g., even auto users may walk to destinations from a parting spot). Multimodal

planning can help mitigate environment and human-health problems related to heightened auto use, such as air pollution, water pollution and social isolation.

Creating a multimodal transportation system allows more residents greater choice and flexibility in deciding how they access activities, and it also increases accessibility for those populations who do not drive and/or are transit dependent. While research is mixed about the role that the built environment has on individual transportation decisions (i.e., choosing not to drive), it is clear that it is important to offer more choices for making travel decisions.

Building Blocks of Good Transit Planning

As the DFH key questions document on accessibility outlines, transit can provide residents with a variety of ways to get to a range of destinations. Walking and cycling are also important aspects of accessibility planning, however, for many people these are not realistic options for more distant destinations. Planners need to consider issues related to both land-use decisions and the design of systems and places. The following is a series of building blocks that highlight these topics, some of which are covered in other information sheets as indicated below.

Land-use activities and transportation
Clustering different activities together makes it easier to access a variety of services at one stop via public transit, bicycling, walking, and by car, ultimately contributing to reduced automobile trips. Mixing residential development with employment opportunities, for example, provides people the option of living within walking distance to their jobs. For mixed-use information, see the Social Capital Information Sheet at www.designforhealth.net/socialcapitalissue.html.

Design of systems and places
A well-designed transit system includes providing easy access to transit stops from both work and home, increasing density to provide enough demand for transit, and providing safe and convenient connections to and from transit stops. The system should connect to a variety of services and to regional transportation systems.

Design issues related to transit systems include support facilities (bike racks, park-and-ride), and frequency of service. At the same time, design issues related to places are also important and include: density, proximity to transit, neighborhood design, traffic and personal safety, and pedestrian and bicycle facilities.

Density: Although thresholds for densities will vary between places and for different types of transit services, the research suggests that to plan for feasible transit systems, residential areas should be built at an average gross density of more than seven units per acre (Pushkarev and Zupan 1982). Communities can achieve these densities while still allowing for some lower-density neighborhoods by concentrating denser, more compact development along major travel corridors and around activity centers. For additional information about density, see the Social Capital Information Sheet.

Proximity to transit: Ensuring that areas around both work and residential uses contain transit stations within 1200 m (three-quarters of a mile) of all destinations is essential to support transit systems (Iacono et. al. 2007). To a large extent, providing close proximity to transit stations is connected to density. For more information on transit-oriented environments, see the Social Capital Information Sheet.

Neighborhood Design/Pedestrian-oriented Environments: In addition to density and proximity to transit stops, neighborhood design (e.g., sidewalk connectivity) also affects transit use (Transportation Research Board 1996). Areas that have complete sidewalks, buildings oriented towards the street, traffic calming, and bike lanes, provide a better experience for people traveling to and from transit stops. For more information, see the Safety, Physical Activity and Social Capital information sheets.

Accessibility and Specialized Populations

Senior citizens, children, the disabled and those with low incomes are among those most impacted most by poor accessibility. These groups have different travel patterns than more mobile individuals because they are more reliant on transit and non-motorized travel modes (because they are unable to drive or cannot afford to own a car), and are often reliant on others to provide transportation when alternative options are not available.

Planning for Accessibility

This section discusses a number of practices that communities might undertake to more effectively plan for accessibility. We consider both comprehensive planning and regulatory efforts that planners can use to improve accessibility in their communities. It should be noted that we primarily focus on designing multimodal systems, transit planning, and accessibility for specialized populations.

Multimodal Systems

Offering a range of transportation modes to destinations allows better accessibility for all residents, and it can also help reduce auto use, which may lead to other positive health outcomes.

Multimodal planning addresses the link between land use and transportation, with land-use representing destinations and transportation routes representing the connection between destinations. Understanding this relationship is important for developing efficient and safe options for all modes of transportation, not just the personal automobile.

The City of Boulder, Colorado, has prioritized maintaining and improving its multimodal transportation system. It is a priority within the transportation section of the Boulder Valley Comprehensive Plan, a joint land use plan between the city of Boulder and Boulder County (City of Boulder 2005). In addition, one of the policies outlined in the transportation section of the comprehensive plan focuses on accessibility; it says, "The city and county will develop a balanced all-mode transportation system that provides transportation choices, services, and facilities for people with mobility impairments, as well as youth, older adults, and low-income persons" (City of Boulder 2005, 44). This policy accompanies others such as multimodal strategies, reduction of single occupancy auto trips, system completion, and neighborhood design and integration.

Multimodal planning is also at the center of Boulder's Transportation Master Plan, which is a supplemental document to the comprehensive plan described above (2003). The master plan, identifies 10 multimodal corridors, which "carry a majority of the trips in the community and link important activity and commercial centers" (2003, 14). The corridors are designed to provide easy travel across the community by all modes and are linked to the regional transportation system (City of Boulder 2005; 2003). The master plan lists a series of goals for future improvements to the multimodal corridors, and identifies priority improvements for each of the four identified transportation modes that are roads, transit, pedestrians, and bicyclists. The example below highlights some of these goals.

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One component of good accessibility is a transportation system that includes a well integrated, multimodal system that is connected to a variety of services..

Multimodal Corridors

- Continue to prioritize, design and construct our multimodal corridors for all modes of travel in a way that fits the desired character and function of each individual corridor and corridor segment.
- Continue to coordinate transportation planning and investments with anticipated changes in land use to maximize the effectiveness of both.
- Continue planning for the proposed CTN transit service on 28th Street to support the land use and multimodal investments on that corridor.
- Continue to pursue lower-cost pedestrian and bicycle facility enhancements (such as pedestrian crossings, access ramps, bike lanes and missing links) through the dedicated pedestrian and bike facilities funds.
- Focus on roadway enhancement projects that also address safety issues identified through the Hazard Elimination Program.
- Continue to implement efficiency improvements to the overall system through real-time traffic information, traffic flow improvements at key intersections, and other efforts.

Source: City of Boulder 2003, 33

Roadway

- Roadway reconstruction to reduce long-term maintenance liabilities;
- improved operational and traffic flow through intersection enhancements focusing on system "bottlenecks;"
- roadway improvements which that support multi-occupant vehicle use;
- roadway-related (functional efficiency/ safety) improvements in priority corridors; and
- signal-coordination optimization based on current traffic flow patterns.

Transit

- Deploy the high-frequency Community Transit Network (CTN);
- construct enhancements at key high-frequency transit stops to include, at a minimum, transit signs and pavement platforms. At higher-demand transit stops, shelters, benches and trash receptacles will be provided; and
- operational-system efficiency improvements, such as bus bypass lanes, bus signal prioritization and other improvements, to increase the efficiency of the CTN.

Bicycle

- Complete missing bicycle trails and bicycle lanes to provide direct and continuous connections;
- construct needed underpasses at high-volume locations to provide safe connections; and
- provide bicycle-route signage.

Pedestrian

- Complete segments of missing sidewalks to provide direct and continuous connections between destinations and to transit;
- continue adding enhanced pedestrian crossings at strategic locations; and
- continue installation of pedestrian signals and crossing count-down heads.

Source: City of Boulder 2003, 10

One example of a multimodal corridor in Boulder is the Broadway corridor, one of the primary north-south connections in the city that also connects to the regional transportation system. The maintenance and continued improvements to this corridor have resulted in a transit mode share of 19 percent along the corridor during peak periods and a significant number of bike trips (City of Boulder 2006). Some of the characteristics that make this a good example of a multimodal corridor are:

- high-frequency transit along the entire corridor and several regional transit connections;
- high-quality pedestrian and bicycle facilities along the majority of the corridor allowing for safe and convenient travel;
- numerous safe and convenient crossing opportunities that include underpasses and signalized intersections;
- pedestrian and bicycle connections to transit and activities;
- mix of uses with a high concentration of users in the activity centers of the downtown and the University of Colorado; and
- pedestrian-oriented design in the downtown.

The City of Boulder also provides an online interactive Transportation Information System map for users to locate various services: local, regional and county transit routes and stops; different types of bike paths; marked pedestrian crossings, pedestrian paths or underpasses; and types of roads (i.e., freeway versus collector street) in order to map out the proposed improvements and changes to the transportation system. This tool provides important information to residents and visitors that increases their knowledge of how to use the transportation system and also how it is designed to meet their needs.

In addition to identifying planned improvements along the City's multimodal corridors, Boulder also lays out its funding priorities in the Transportation Master Plan. The City identifies priority corridors, areas in its action plan slated for future funding and its vision for future improvements. This multi-stage investment plan can guide proposed development in these areas in a way that will support current and future transportation improvements (City of Boulder 2003).

The City of Cheyenne, Wyoming has a transportation master plan with four sections—snapshot, structure, shape, and build—in which multimodal planning is a common theme. The section on structure offers a series of design principles and strategies. The design principles for a multimodal transportation network are described and illustrated, including the complete streets' concept, and directness, continuity, crossings, amenities and security. Complete streets are streets designed for multiple users, not just motorists. For example, in the topic on design principles for multimodal transportation systems, the design strategy of complete streets is covered. The goal is to provide facilities for all modes of transportation either on or near streets, and the principles include:

- Provide sidewalks either separated by a park strip or sufficiently wide to provide for pedestrian safety on all new roadways.
- Build bicycle facilities on all new roadways and retrofit existing roadways with major reconstruction projects.
- Provide safe pedestrian crossings at intersections. Build corridors that will be conducive to transit, even if transit is not currently available.
- Integrate complete streets with high-density or mixed-use activity centers to create multimodal corridors.

Source: City of Cheyenne 2006, 1

It also lists a series of points explaining why these principles are important:

- Construction of sidewalks and bike facilities on all new streets makes them available to travelers using all modes.
- Inclusion of safety features for pedestrians can encourage more trips to be made on foot or by transit.
- Roadways and adjacent developments that are designed to accommodate transit can host more successful transit routes in the future.
- When paired with higher-density or mixed-use development, complete streets can serve even more walk, bike and transit trips.

Source: City of Cheyenne 2006, 1

Design guidelines for new development and improvements related to key gateways and corridors in the community are also described. Finally, several congestion-management strategies are included.

Each indicator has a separate section that discusses the following topics: 1) why and how—features the purpose of the information and how data was collected; 2) results—presents collected data; and 3) findings and conclusions.

In addition to more policy-based work, some cities are focusing more on plan implementation. Two strategies include: using developer impact fees and/or employer transportation fees to encourage transit use or walking or bicycling. Such a fee could, in turn, be used to make improvements to a multimodal system, thus improving a community's overall accessibility. The City of Santa Monica, California, has incorporated annual transportation fees into its zoning code for employers of fifty employees or more. The code includes an incentive for employers to implement employee-trip-reduction plans. One example of an incentive is that those who join a Transportation Management Association (TMA) certified by the City receive a 25 percent reduction in the annual employer transportation fee. Santa Monica has also implemented a one-time developer-impact fee that is used to provide transportation facilities and services associated with new commercial development. Similar to the employer transportation fee, this fee can be reduced if projects incorporate higher-density, mixed-use development. The City also rewards specific types of mixed-use development and design; for example, it specifically states that "supermarkets and pedestrian-oriented uses on the ground floor or a multi-story building" receive the reduction (City of Santa Monica 2000).

The Town of Chapel Hill, North Carolina, uses another planning tool—a mobility report card—to assess mobility within its community. One of the recommendations in its 2000 Comprehensive Plan was to develop and use a mobility report card series to track whether or not the community was making advances towards enhancing mobility for residents (Town of Chapel Hill 2004). The indicators in the original report, and analyzed below, are:

- Vehicular Activity and Arterial Level of Service
- Peak-hour Intersection Operations
- Vehicular Travel Time
- Pedestrian Facilities
- Pedestrian Activity
- Bicycle Facilities
- Bicycle Activity
- Transit Service
- Transit Ridership
- Office Parking
- Multimodal Mobility (in the updated version of the mobility card, this indicator was added. It combines the other indicators into one overview of all modes)

Source: Town of Chapel Hill 2004, 5-6

In the report card, each indicator is given a separate entry that discusses why and how data was collected, the results of the data collection, and a series of findings and conclusions (Town of Chapel Hill 2004). For an overall view of the mobility report card, please refer to: http://www.townofchapelhill.org/index.asp?NID=1071.

Building Blocks of Planning for Successful Transit Environments

Building a successful multimodal-transportation system requires providing a variety of transportation choices and destinations, and quality design that integrates the transportation system with current and future development plans. This section focuses primarily on planning for transit. For information about pedestrian and bicycle environments, see the DFH information sheets on Physical Activity, Safety and Social Capital.

As described in the Key Questions Research Summary on Accessibility, planning for transit largely rests on two factors: density and proximity to transit stations. It is important to focus on land use and design, in addition, providing a mix of land uses and creating a safe and convenient pedestrian environment that encourages individuals to walk to and from transit stations.

Land-use Activities and Transportation

As mentioned previously, clustering and offering a mix of land uses helps increase transit feasibility, decrease auto use, and allows more flexibility in choosing how to reach destinations. One strategy to achieve this is to concentrate activities along select corridors or in specific nodes in a community. The City of Boulder has developed policy to create and maintain activity centers in its comprehensive plan. The City's plan outlines support for activity centers that are specifically geared towards providing a variety of goods and services at the regional, sub-community and neighborhood levels that are distributed throughout the community and accessible by a variety of transportation modes (City of Boulder 2005). The plan states that, "Activity centers should be located within walking distance of neighborhoods and business areas and designed to be compatible with surrounding land uses and intensity and the context and character of neighborhoods and business areas. Good multimodal connections to and from activity centers will be encouraged" (City of Boulder 2005, sect 2.27, 19). It also explicitly outlines the differences between regional activity centers, sub-community centers and neighborhood centers, as the table below shows. This land-use decision supports a mix of uses that increases the opportunity for transit to be supported in these center-driven areas.

Activity Center Descriptions

- Regional Activity Centers: Examples include the downtown business district, University and Boulder Valley Regional Center; they provide multi-purpose destinations, have relatively intense land use and include activities that draw people from a large area.
- Regional Activity Centers: Examples include the downtown business district, University and Boulder Valley Regional Center; they provide multi-purpose destinations, have relatively intense land use and include activities that draw people from a large area.
- Neighborhood Centers: Examples include small parks, corner stores, day-care centers, transit stops, and neighborhood schools, which are gathering places where essential day-to-day needs can be satisfied. Neighborhood centers generally draw people from a relatively small neighborhood area and create a sense of community through interaction.

Source: City of Boulder 2005, 19

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People will use different modes within one trip, depending on where they are traveling.

Other communities focus attention on connecting residential areas with employment centers to allow people easier access to job opportunities and decrease automobile use by providing a mix of land uses. As part of a policy to enhance opportunities for residents to live closer to their work place, Fairfax County, Virginia's land-use element in its Comprehensive Plan includes the following objective and policies:

> Objective 6: Fairfax County should have a land-use pattern that increases transportation efficiency, encourages transit use and decreases automobile dependency.
> - Policy a. Link existing and future residential development with employment and services, emphasizing ridesharing, transit service and non-motorized access facilities.
> - Policy b. Concentrate most future development in mixed-use centers and transit-station areas to a degree that enhances opportunities for employees to live close to their workplace.
>
> Source: County of Fairfax 2007, 5

Density

Many communities directly link transit planning with density by encouraging higher-density development around existing and planned high-frequency transit areas, and they also plan future transit to connect to existing higher-density neighborhoods. The City of San Diego's General Plan, for example, includes a mobility element, which is not commonly found in other comprehensive plans. The introduction states that, "An overall goal of the Mobility Element is to further the attainment of a balanced, multimodal transportation network that gets people where they want to go and minimizes environmental and neighborhood impacts. A balanced network is one in which each mode, or type of transportation, is able to contribute to an efficient network of services meeting varied user needs" (City of San Diego 2006, ME-3). The mobility element includes a policy that links new residential development and/or employment uses with transit. Moreover, it reserves lower-density development for areas not currently planned for regular transit service. The policy states:

> Policy: Transit/Land-use Connections. Locate new medium- and higher-density residential and employment uses in areas served by existing or planned transit services, and as designated in appropriate community plans.
>
> a. Design projects to be pedestrian and transit-oriented.
> b. Locate lower-density uses in areas without existing or planned transit.
>
> Source: City of San Diego 2006, ME-51

The mobility element includes other information that planners may find useful, including toolboxes for pedestrian-improvement, traffic-calming and parking strategies. Many of the concepts here are covered in other DFH information sheets.

Communities can also incorporate mixed-used zoning and TOD strategies into their plans to incorporate a mix of densities into their communities, making transit more viable. For a more detailed discussion of these tools please see the DFH information sheet, Building Social Capital with Comprehensive Planning and Plan Implementation (2007).

Proximity to Transit Stations

As mentioned above and in DFH's Health Impact Assessment (HIA) series, proximity to transit stations plays an important role in whether or not there is good accessibility in a community. In the HIA Threshold Analysis, it is recommended that all residential or employment areas be located within 1200 m (three-quarters of a mile) of a transit stop, on average, where a transit stop is a bus or train stop with service at least every hour during the daytime on weekdays and weekends (Iacono et. al. 2007). The City of Hayward, California, includes a circulation element within its General Plan. The plan offers explicit circulation policies and strategies that focus on land uses that promote transit usage. The policy outlined below provides an example of the intersection between proximity to transit stations, mixed-use and higher-density development.

10. Encourage Land-use Patterns that Promote Transit Usage
    1. Encourage transit-oriented development; where appropriate, encourage intensive new residential and commercial development within a half mile of transit stations or quarter mile of major bus routes.
    2. Encourage mixed-use residential and commercial development to reduce the need for multi-destination trips.
    3. Promote high-density new residential development, including residential above commercial uses, near transit facilities, activity generators and along major arterials.
    4. Encourage alternatives to automobile transportation through development policies and provision of transit, bike and pedestrian amenities.
    5. Continue to require large developments to provide bus turnouts and shelters, and convenient pedestrian access to transit stops.
    6. Encourage design of development that facilitates the use of transit.

Source: City of Hayward 2002, 3-26

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Oakland, California addresses accessibility issues by focusing on a range of transportation modes from bicycling, walking, transit, and auotmobiles.

Other relevant circulation policies include: support expansion and reconfiguration of public transit service to meet demand, provide greater mobility and reduce traffic congestion; address special needs of transit users; create improved and safer circulation facilities for pedestrians; and encourage land-use patterns that promote transit usage (City of Hayward 2002).

Transit Accessibility and Specialized Populations

Universal design is an aspect of accessibility that is particularly focused on specialized populations. Providing a variety of activities and a range of transportation options to increase choices for individual travelers is important for all residents, but particularly for those groups that are transit-dependent. The Americans with Disabilities Act (ADA) of 1990 requires that public transportation be accessible to persons with disabilities. All public entities that operate fixed-route transportation services for the general public are required by the U.S. Department of Transportation (DOT) regulations implementing the ADA to provide complementary paratransit service for persons who, because of their disabilities, are unable to use the fixed-route system (US FTA 2005).

Other transit users may have less severe physical limitations that are not covered by this regulation, but may limit the distance they can walk to a transit stop. Providing housing and services in very close proximity to transit stops for these individuals is one strategy that allows greater access to major transit stations. Communities can plan for this by requiring that housing around transit stations be affordable to a range of income levels. Neighborhood connector or shuttle-bus services for residents can be used to facilitate connections to major transit routes. These strategies will be beneficial to a variety of residents including persons with limited physical mobility, senior citizens, families with small children, and persons who do not own cars.

The City of San Diego's Land Use and Community Planning element provides an example of two different strategies to help specialized populations access transit services:

> LU-I.10. Improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population.
>
> a. Work with regional transit planners to implement small neighborhood shuttles and local connectors, in addition to other services.
>
> b. Increase the supply of housing units that are in close physical proximity to transit and to everyday goods and services, such as grocery stores, medical offices, post offices, and drugstores.
>
> Source: City of San Diego LU-38 2006

Another example is provided by the City of Denver in its Transit-oriented Development Strategic Plan. Within this document the City identifies a set of activities to ensure income diversity in TOD developments and the departments that should lead this process. The strategic plan supports providing more affordable units in TOD developments to allow for better transit accessibility for populations with lower incomes (which often include seniors, children and people with disabilities).

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Specialized populations; such as seniors, children, persons with disabilities, and low-income residents, are often frequent users of transit

To do so, the plan makes the following recommendations:

- Consider refining the inclusionary requirements for these TODs to increase the percentage of affordable ownership units and perhaps reduce the minimum requirements when it applies to below thirty units. In exchange, the City should provide assistance to developers in obtaining housing tax credits and access to other housing subsidies.
- Monitor efforts to establish a statewide affordable-housing trust fund. In the past, these efforts have been unsuccessful because of the difficult task of identifying an ongoing source of funding. If formed, the City should then direct these funds to fill financing gaps in mixed-income TOD projects or commission construction of affordable ownership and rental units.
- Create a City property acquisition/land-banking fund to purchase lands in these TODs and write down the cost of land for affordable housing.
- Target the low-income housing tax credits administered by the Colorado Housing and Finance Authority (CHFA) and other housing subsidies to TOD sites.
- Maintain the existing regional allocation of private activity bonds set aside for TOD.

Source: City of Denver 2006, 35

Another issue related to accessibility and specialized populations is access to schools. Many common development patterns and transportation-infrastructure designs have created unsafe pedestrian and bicycling environments, significantly impacting children's abilities to safely walk or bike to school. This situation, in turn, contributes to traffic congestion, as well as increased injuries and fatalities for pedestrians and cyclists, around schools; decreased physical activity among children; and restrictions on the development of a child's independence. St. John's County in Florida is part of a pilot program supported by the Florida Legislature and the Florida Department of Community Affairs to "strengthen the relationship between land-use planning and

development, and planning for public schools and the availability of school planning" (County of St. John's 2006, 3). Part of this program was to create amendments for the county comprehensive plan. In objective 1.3 on enhancing community design, some of the policies include:

- Policy 1.3.4: All public schools shall provide bicycle and pedestrian access consistent with Florida Statutes. Bicycle access to public schools should be incorporated in the countywide bicycle plan and bicycle parking at public schools will be provided consistent to applicable Land Development Regulations.
- Policy 1.3.5: The County/City/Town shall coordinate with the School District to ensure that pedestrian and bicycle facilities are provided adjacent to school sites to allow safe access for pedestrians and bicyclists.
- Policy 1.3.8: The County/City/Town and the School District shall work to find opportunities to collaborate on public transit and public-school bus routes to better serve citizens and students.

Source: County of St. John's 2006, 9-10

These policies provide necessary attention to school siting, multimodal planning and safety. These policies also consider other points addressed in multimodal planning and the building blocks of transit design in this information sheet.

Final Thoughts

The examples provided here are just samples of the approaches that communities can use to address accessibility. The examples illustrate language that can be integrated into comprehensive plans and, also, policies that can be used in zoning regulations and other municipal ordinances. The sample plan and policy language focuses on creating an environment that facilitates a community offering a wide range of transportation modes that are well-integrated with a mix of land uses.

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